STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Files

Arrangement of Records: ① 8320 Hawthrone Bridge Section in the City of Portland 1975 (Bridge control equip imp)

Index: ② 8344 White City Linn Rd Sec. 1976 of Crater Lake Hwy. N. of Medford (Grading & Paving)

INDEXING: Begins with 8320 Ends with: 8344

FLASH CARDS:

Remarks:

Reel No. 184 Reduction Ration X21 Project No

Camera: Name Bell & Howell Model File Master Film 16MM

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 25th day of February 19 87 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Donna D Turrell

8344

Versteeg

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 7, 1974

TO George Thornton, District Engineer, Medford

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Channelization
Crater Lake Highway - Linn Road
ORE62 - Highway No. 22
M.P. 10.07

This is to confirm our telephone conversation of May 6, 1974, concerning the subject project.

As you recall, this was promised the local residents three or four years ago and we were preparing to accomplish this project this construction season with State forces.

We have now been advised that this is scheduled for construction with the first year's funds from the sale of highway bonds. We will know for sure in the next few days if the COG agrees with the list supplied this week for final approval.

We are to discontinue any further consideration of accomplishing this with State forces in the immediate future.

GLC/dt

cc: J. H. Versteeg ✓
L. E. George

1 Versteeg ✓
2 A. Olson [illegible]
3 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAY - 9 1974
ROAD
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OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 She

Unit
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ighway
County
Date 7/31/75
ength
Designer
Draftsman

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Asphalt Cement in Mixture	Ton	280		100-		28,000
Asphalt In Tack Coat	Ton	2		175-		350
Concrete In Box Culverts	Cu. Yd.	6		200-		1200
Reinforcement in Box Culverts	Lb.	735		0^{80}		588
18-inch Culvert Pipe	Lin. Ft	372		15-		5580
Extra For Pipe Under Pavement	Lin. Ft	48		20-		960
						147,475
						$ 159,275
Subtotal						21,500
Eng & Cont. 13½ %						
						$ $180,775^{00}$
TOTAL						

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

(1974 ADT, 5000 to 7000) Sheet 1 of 2 Sheets

Section Linn Rd. Channelization
Highway Crater Lake County Jackson Prefix
Length Miles Designer Haynes Date 7/31/75

GRADING AND SURFACING ITEMS

7/31/75 Bollinger

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization 8%	All	All			11,800^{00}
Temporary Protection And Direction of Traffic	All	All			
Temporary Signs	Sq. Ft				8000^{00}
Temporary Barricades	Each				
Flagmen	Hr	40		15-	600-
ROADWORK					
Clearing & Grubbing	All	All			1500-
Removal of Structures And Obstructions	All	All			1000-
Ditch Excavation	Cu. Yd.	5		12-	60-
General Excavation	Cu. Yd.	1146		7-	8,022-
Trench Excavation	Cu. Yd.	93		10-	930
Blade Grader	Hr	12		45-	540
Wheel Tractor	Hr	25		40-	1000
Tandem Roller	Hr	12		40-	480
Tiller Attachment	Hr	12		30-	360
Cement Spreader Attachment	Hr	12		30-	360
Finishing Roadbed & Slopes	All	All			1000-
~~Obliteration of Roadway~~	~~All~~	~~All~~			
Watering	M-Gal	35		10-	350
Aggregate Shoulders	Ton	260		8-	2,080
Furnish Portland Cement For Treated Subgrade	Ton	100		70-	7,000
Class "C" Asphalt Concrete Mixture	Ton	3900		18 50 ~~[illegible]~~	72,150
Class "C" A.C. Leveling	Ton	290		~~[illegible]~~ 18 50	5,365

TOTAL $110,797^{00}

8344

22

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 4, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Left Turn Project
Linn Road Junction
Crater Lake Highway

TO: J. H. Versteeg
Road Design Engineer

We have reviewed your proposed plans for the installation of left-turn refuges at Linn Road near Eagle Point on the Crater Lake Highway. It appears that the scope of the work that is evidently needed has increased the cost of this project substantially. Because of this, the state-wide priority for such a project based upon a benefit-cost ratio is too low for this office to continue to recommend funding. Therefore, please postpone this work until such time as the bond project on this section is feasible. At that time, we would like to take another look at the entire project based upon available funding.

GE:rj
cc: L. W. Rulien
Alfred Shirley, Jr.

L E George

L. E. George
Traffic Engineer

1 Versteeg ✓
3 A. Olson
2 Terpin T
Scott
Swenson
R. Olson
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Hager
Waite

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8344 22

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 4, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Proposed Left Turn Project
Linn Road Junction
Crater Lake Highway

We have reviewed your proposed plans for the installation of left-turn refuges at Linn Road near Eagle Point on the Crater Lake Highway. It appears that the scope of the work that is evidently needed has increased the cost of this project substantially. Because of this, the state-wide priority for such a project based upon a benefit-cost ratio is too low for this office to continue to recommend funding. Therefore, please postpone this work until such time as the bond project on this section is feasible. At that time, we would like to take another look at the entire project based upon available funding.

GE:rj
cc: L. W. Rulien
Alfred Shirley, Jr.

L E George

L. E. George
Traffic Engineer

1 Versteeg ✓
3 A. Olson
2 Terpin T
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Swenson
R. Olson
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BY FINAL DESIGN ENGINEER

8344

22

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 27, 1975
9-2-75

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Linn Road Channelization
Crater Lake Highway
Jackson County

TO: Alfred Shirley
Region III Engineer

As you requested a review of the estimated cost of the subject project has been made.

By reducing the channelization to the minimum width acceptable and providing a minimum thickness of surfacing it is estimated that the cost could be reduced to something in excess of $130,000.

A check was made with Roger Trygstad and he indicated that only $50,000 remain in the high hazard category and it is going fast.

It appears that unless you can find other funding, perhaps bond money, the project cannot be constructed.

1 Versteeg ✓
3 A. Olson [illegible]
2 Terpin T
Scott
Swenson
R. Olson
Trout

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SEP - 3 1975
ROAD DESIGN SECTION

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FET:we
cc: L. E. George
L. W. Rulien
George Wills
C. G. Swenson
W. E. Cole

ROSEBURG REGION
RECEIVED
AUG 2 [illegible] 1975

9/2/75
F.E. Terpin - I wish I could find the money — Thanks for your effort
Bud S.

8344

Versteeg
22

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 5, 1976

FILE: PRO 6

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: L. E. George
Traffic Engineer, Salem

SUBJECT: Alternate funding of a Title II Project
Crater Lake Highway at Linn Road
HHS-15-001 (2)

The subject project will apparently be incorporated into a bond project White City-Rolling Hills Drive Section now under consideration.

This office has closed the Title II project file for channelization of Linn Road.

GLC/dd

cc: L. W. Rulien
Hal Versteeg
George Thornton
Bill Maude

1 Versteeg ✓
2 Olson a.a.
3 Terpin te
4 Scott [illegible]
5 Swenson [illegible]
6 Anderson M.a.a.
7 Trout [illegible]

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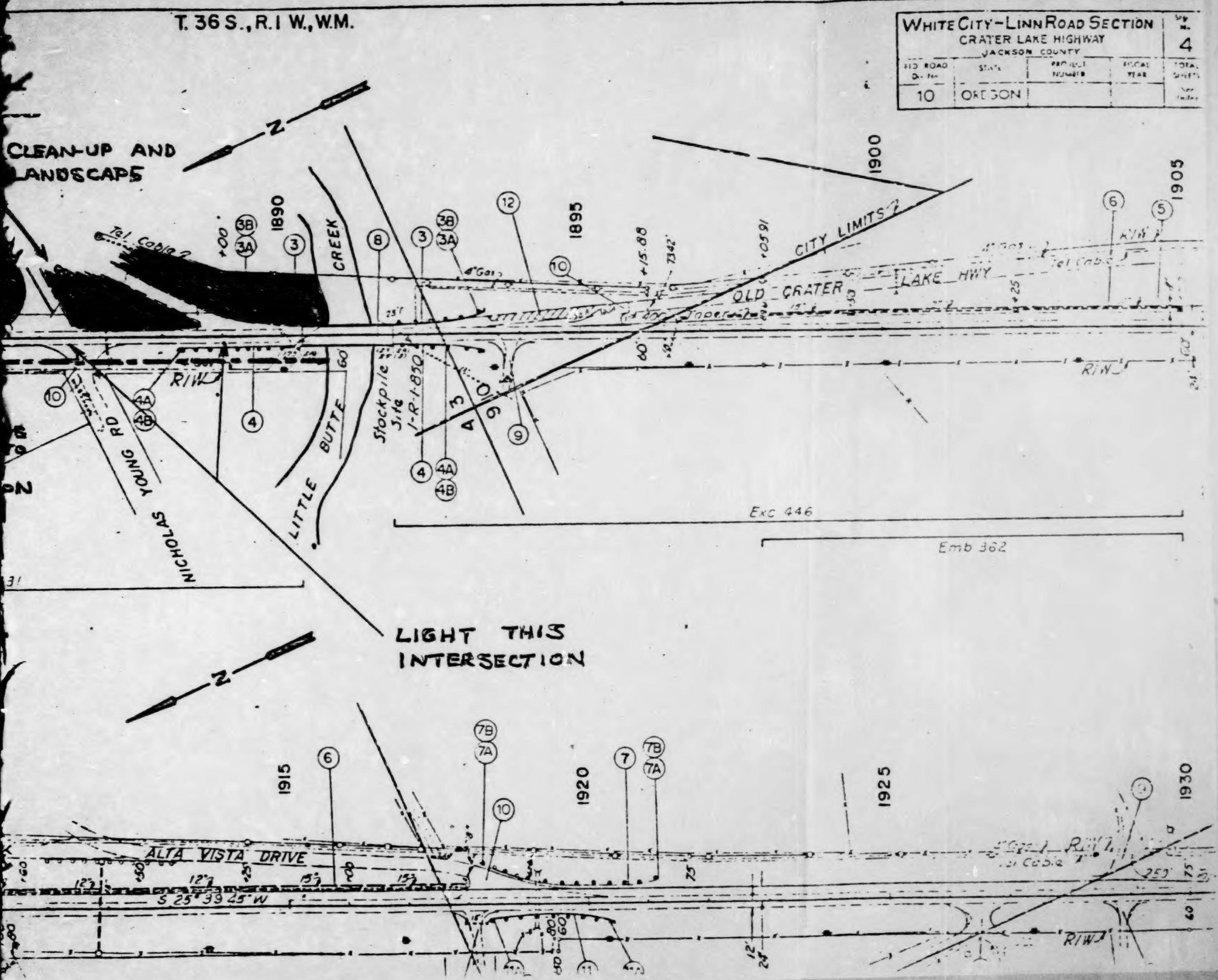


T. 36 S., R. 1 W., W.M.
CLEAN-UP AND LANDSCAPE
N
1890
1895
1900
1905
+00
3A
3B
3
8
12
10
6
5
+15.88
7342
1650+
CITY LIMITS
OLD CRATER LAKE HWY
Tel Cable
4" Gas
Taper
R/W
+25
CREEK
LITTLE BUTTE
60
Stockpile Site 1-R-1-850
4
4A
4B
9
NICHOLAS YOUNG RD
Exc 446
Emb 362
LIGHT THIS INTERSECTION
1915
1920
1925
1930
6
7
7A
7B
10
11
ALTA VISTA DRIVE
S 25° 39' 25" W
12'
15'
75
250'

WHITE CITY-LINN ROAD SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

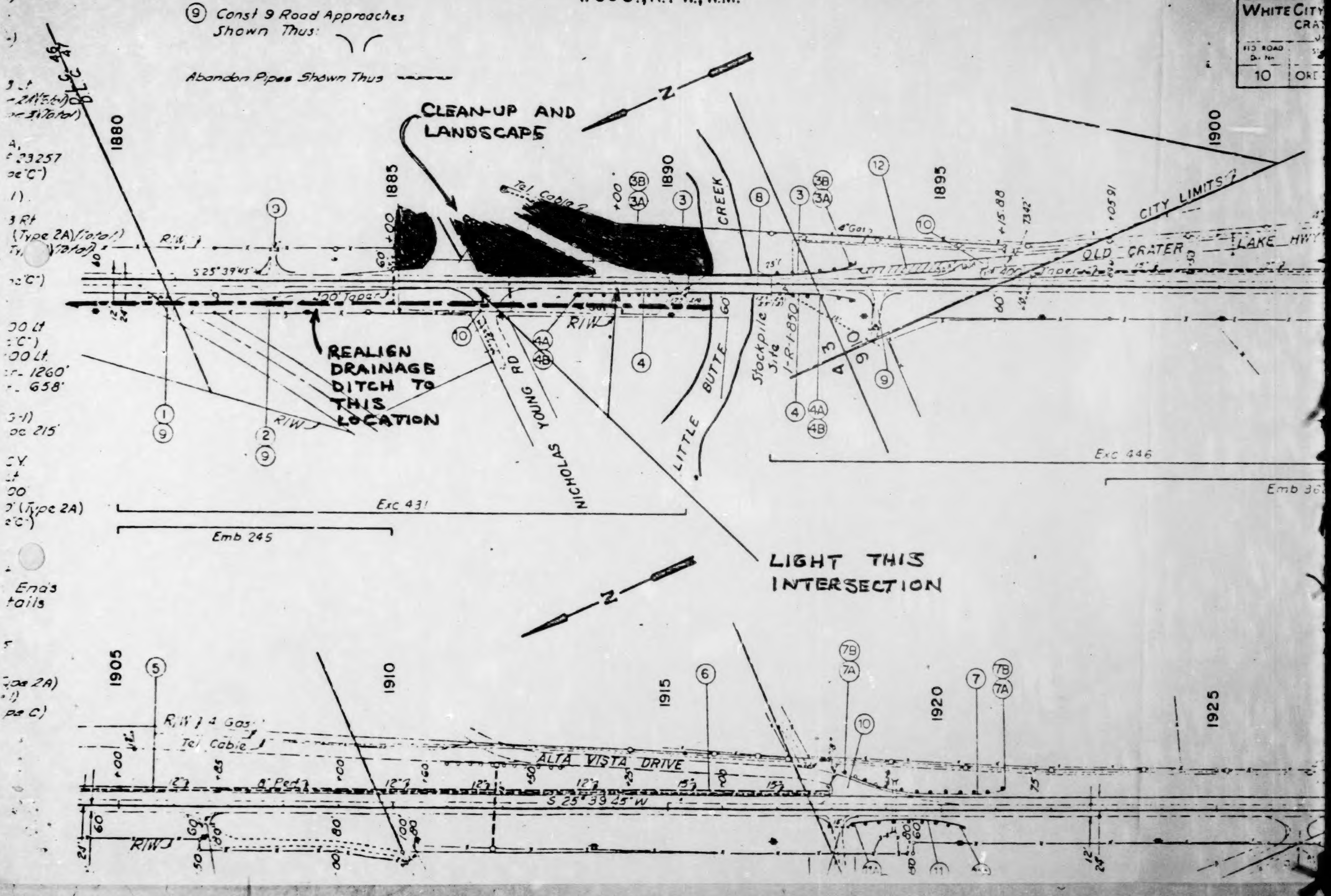
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
10	OREGON			4

T. 36 S., R. 1 W., W.M.

NOTE

⑨ Const 9 Road Approaches Shown Thus:

Abandon Pipes Shown Thus


WHITE CITY
CRA
FED ROAD DIV No
10
ORE
1880
1885
1890
1895
1900
1905
1910
1915
1920
1925
CLEAN-UP AND LANDSCAPE
REALIGN DRAINAGE DITCH TO THIS LOCATION
LIGHT THIS INTERSECTION
Z
Tel Cable
R/W
S 25° 39' 45" W
4" Gas
CREEK
LITTLE BUTTE
NICHOLAS YOUNG RD
Stockpile Site 1-R-1-850
OLD CRATER LAKE HWY
CITY LIMITS
D.L.C. 46 47
Exc 431
Emb 245
Exc 446
Emb 36
ALTA VISTA DRIVE
R/W & 4" Gas
Tel Cable
8" Ped
S 25° 39' 25" W
3B
3A
12
10
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4B
1
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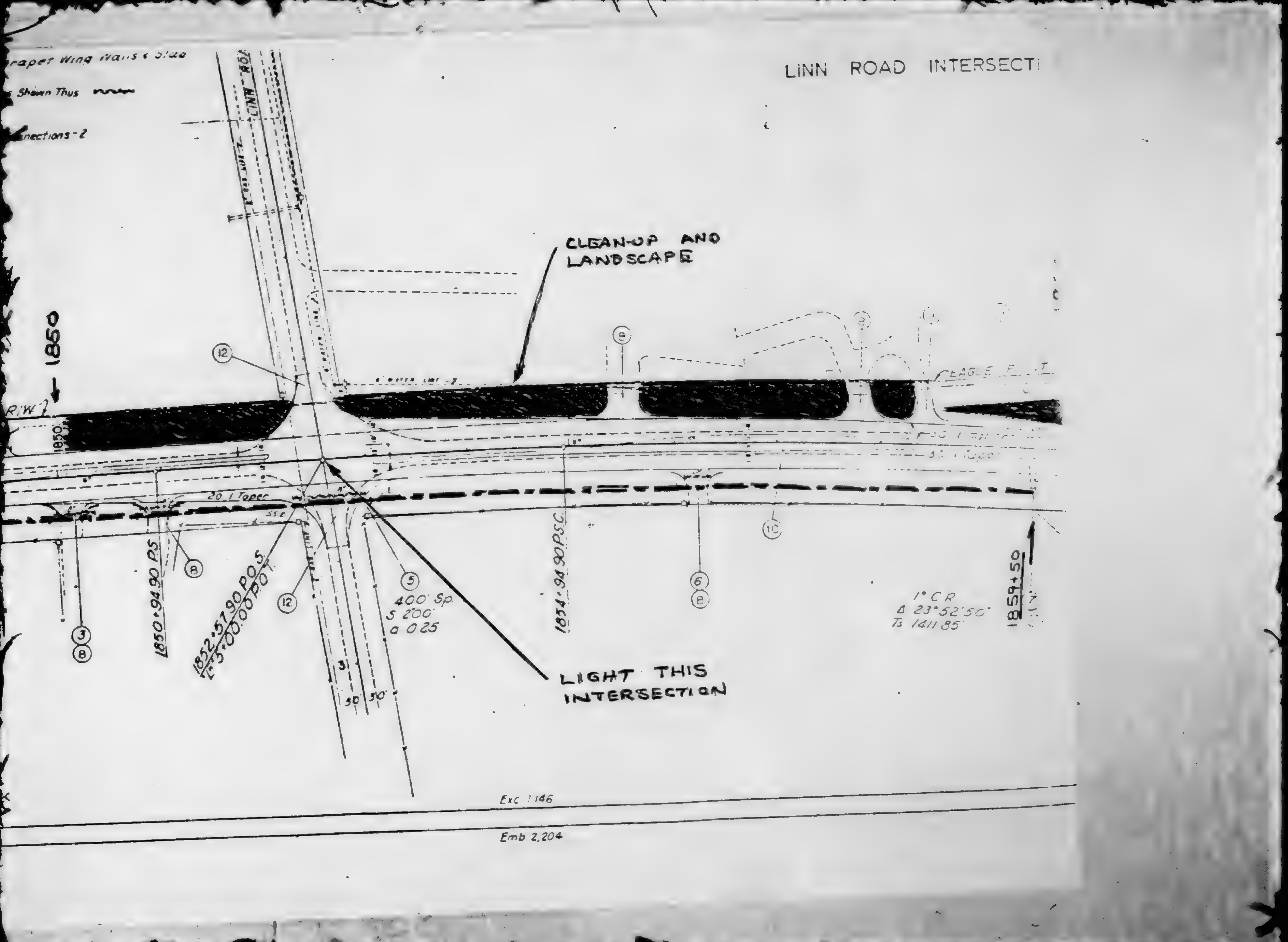
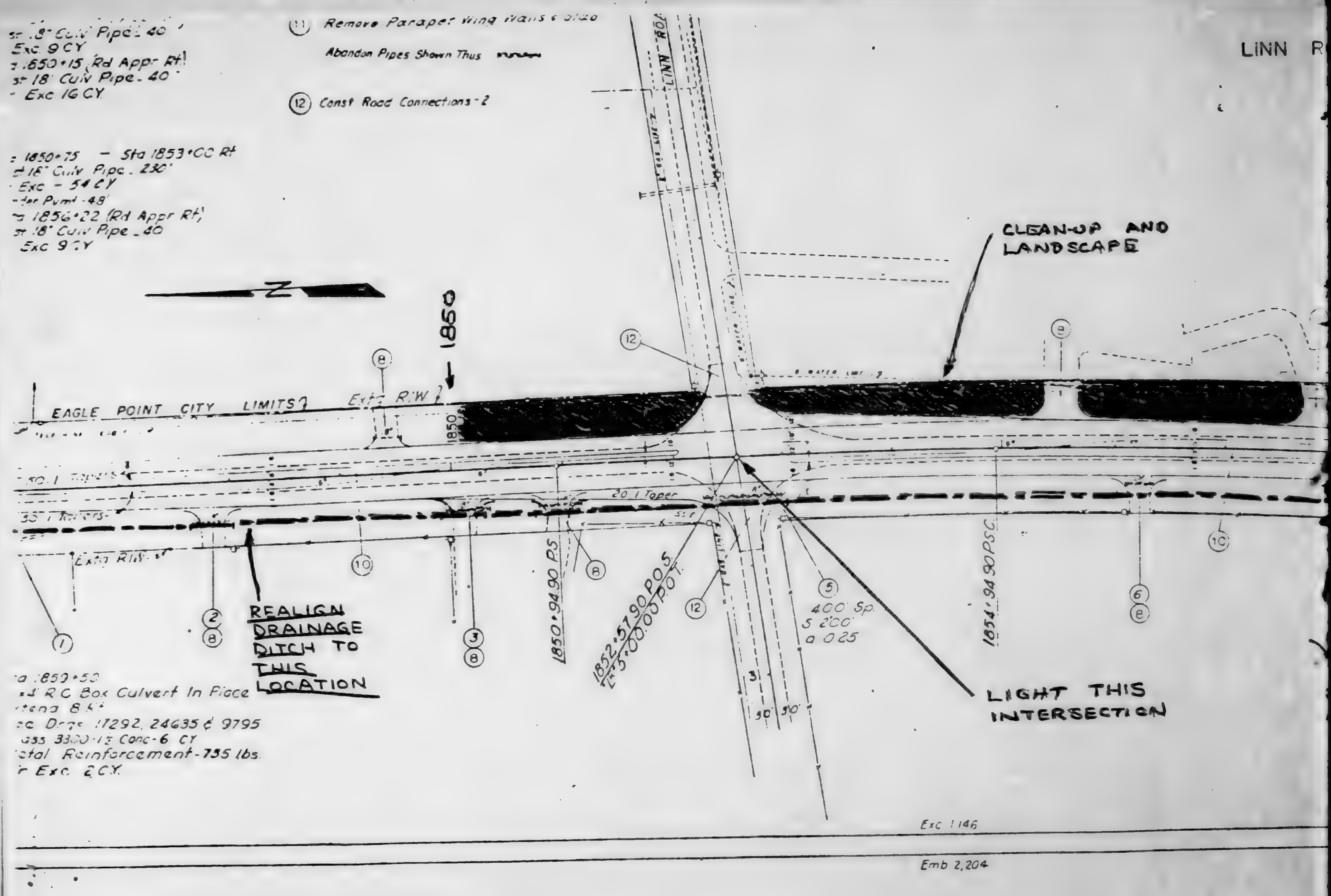

LINN ROAD INTERSECTI
raper Wing Walls & Slab
Shown Thus
nections-2
LINN ROA
CLEAN-UP AND LANDSCAPE
LIGHT THIS INTERSECTION
1850
R/W
1850
EAGLE
20:1 Taper
1850+94.90 P.S.
1852+57.90 P.O.S.
L=5+00.00 P.O.T.
1854+94.90 P.S.C.
1859+50
400' Sp.
s 2.00
a 0.25
1° C.R.
Δ 23°52'50"
Ts 1411.85'
50'
50'
3
12
12
5
6
8
8
3
8
10
Exc 1,146
Emb 2,204


st 18" Culv Pipe 40'
Exc 9 CY
3 1650+15 (Rd Appr Rt)
st 18" Culv Pipe 40'
- Exc 16 CY
= 1850+75 - Sta 1853+00 Rt
st 18" Culv Pipe 230'
Exc - 54 CY
-ter Pump -48'
= 1856+22 (Rd Appr Rt)
st 18" Culv Pipe 40
Exc 9 CY
(11) Remove Parapet Wing Walls & Slab
Abandon Pipes Shown Thus
(12) Const Road Connections - 2
LINN R
LINN ROA
Z
1850
CLEAN-UP AND LANDSCAPE
EAGLE POINT CITY LIMITS
Exis R/W
1850
50:1 Tapers
35:1 Tapers
Exis R/W
20:1 Taper
1850+94.90 P.S.
1852+57.90 P.O.S.
L=5+00.00 P.O.T.
1854+94.90 P.S.C.
400' Sp.
S 2.00'
a 0.25
3
30'
30'
REALIGN DRAINAGE DITCH TO THIS LOCATION
LIGHT THIS INTERSECTION
a 1859+50
4' R C Box Culvert In Place
xtend 8 ft
c Drgs 17292, 24635 & 9795
ass 3300-1½ Conc-6 CY
otal Reinforcement-735 lbs.
r Exc 2 CY
Exc 1,146
Emb 2,204
(1)
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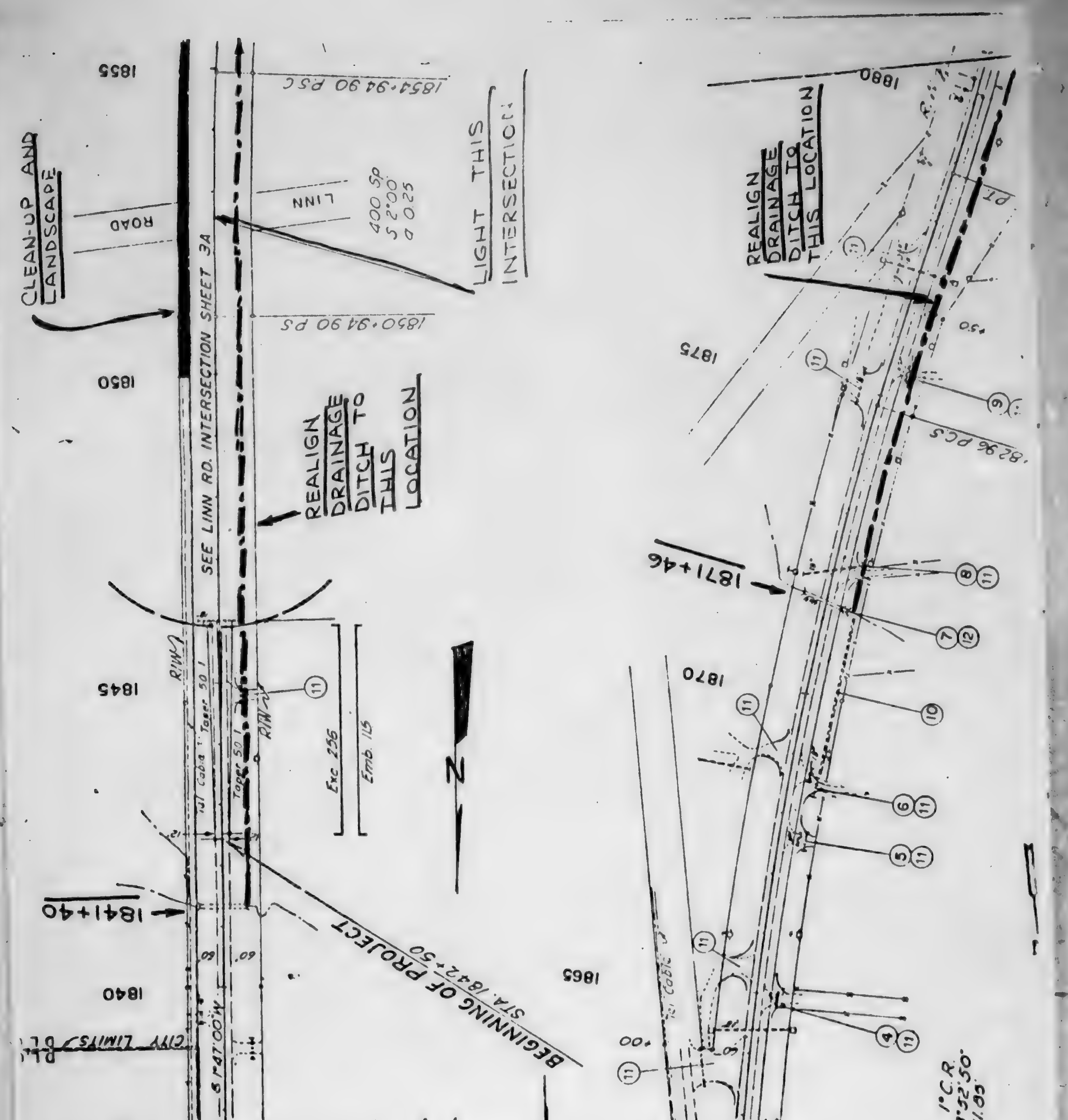
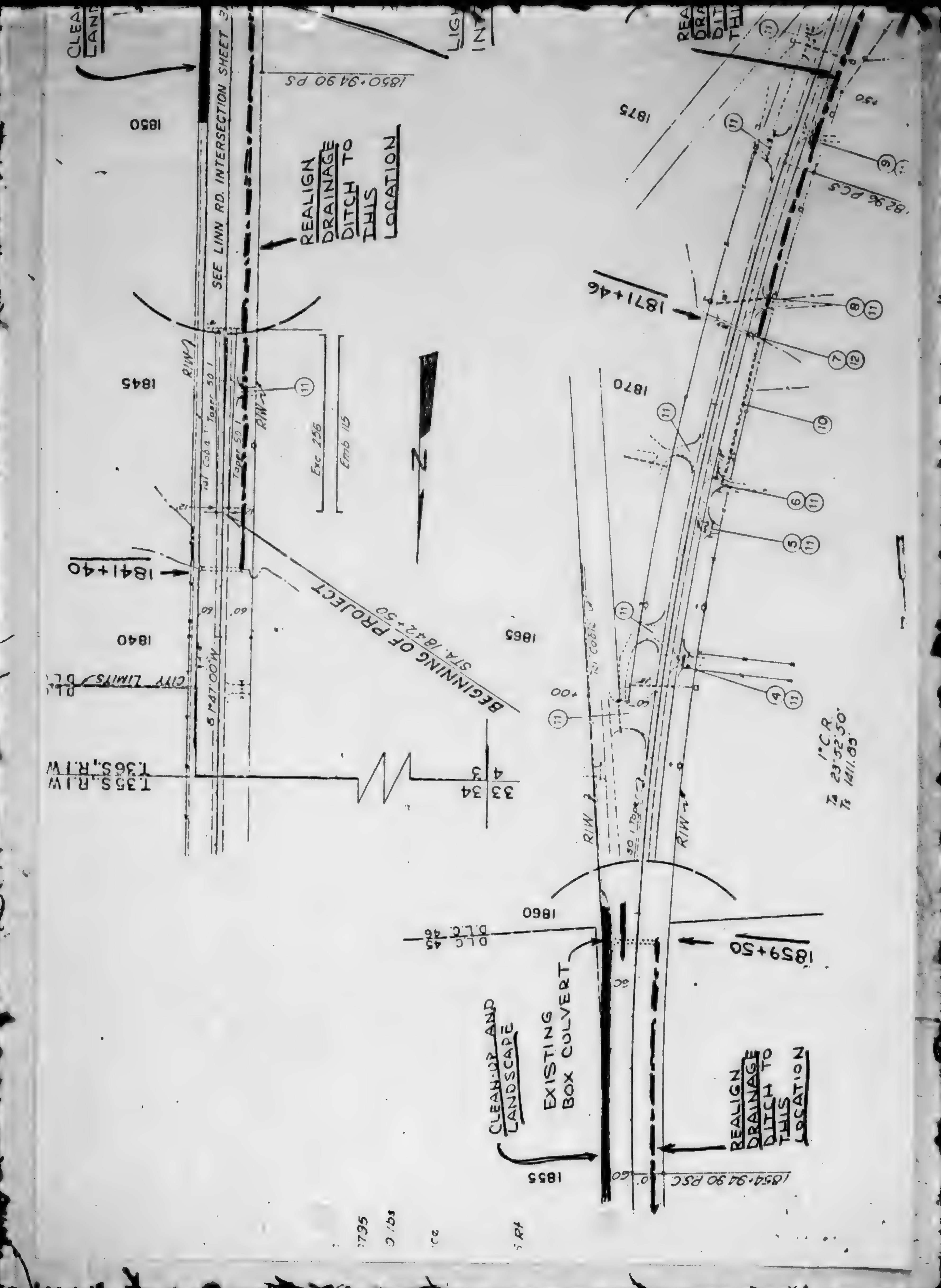

CLEAN-UP AND LANDSCAPE
ROAD
LINN
400 SP
5°00'
a 0.25
1854+94.90 P.S.C
1850+94.90 P.S
SEE LINN RD. INTERSECTION SHEET 3A
LIGHT THIS INTERSECTION
REALIGN DRAINAGE DITCH TO THIS LOCATION
REALIGN DRAINAGE DITCH TO THIS LOCATION
1855
1850
1845
1840
1841+40
R/W
Topo 50:1
Cable
11
Exc 256
Emb. 115
N
BEGINNING OF PROJECT
STA. 1842+50
CITY LIMITS
S 1°47'00" W
T35S, R1W
T36S, R1W
33
34
4
3
1880
1875
1870
1865
1860
P.T.
.82.96 P.C.S
1871+46
9
8 11
7 12
10
6 11
5 11
4 11
11
R/W
30:1 Topo
Cable
1°C.R.
Δ 23°52'50"
1411.85


CLEAN-UP AND LANDSCAPE
SEE LINN RD. INTERSECTION SHEET 3
1850+94.90 PS
1850
REALIGN DRAINAGE DITCH TO THIS LOCATION
R/W
Taper 50:1
1845
11
Exc 256
Emb 115
N
1841+40
BEGINNING OF PROJECT
STA. 1842+50
60
1840
CITY LIMITS
DLC
S 47°00'W
T.35S, R.1W
T.36S, R.1W
33 34
4 3
1875
1871+46
8 11
7 12
10
6 11
5 11
4 11
11
9
82.96 PCS
1870
1865
1860
P.C.R.
Δ 23°52'50"
R 1411.85
DLC 45
DLC 46
1859+50
EXISTING BOX CULVERT
CLEAN-UP AND LANDSCAPE
REALIGN DRAINAGE DITCH TO THIS LOCATION
1855
1854+94.90 PSC

5. The east side of Highway 62 between the intersections of Linn Road and Old Highway 62 with Highway 62 between stations 1850 and 1860 should be cleaned-up and landscaped. The City of Eagle Point is willing to work with the Oregon State Highway Division and the adjoining private property owners to clean-up the area to provide for the maintenance and landscaping of the Royal Avenue intersection and the Linn Road intersection, which is the main entry way into the City of Eagle Point.

Sincerely,

Robert B. Wiegand

Robert B. Wiegand, P.E.
City Engineer

RBW/dw

XC: Bill Cole
Gary Kennan
Don Harwell

RECEIVED
JAN 30 1976
UTILITY UNIT

ATEWAY TO THE LAKI"

City of Eagle Point

Bob G. Kimmel, Mayor
A. E. Mitchell, Council Pres.

Robert C. Moore, Administrator
Nita Gosnell, Recorder

P.O. Box 164 OREGON 97524 826-4212

January 29, 1976

Mr. J.E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Revised Preliminary Plans White City - Linn Road Section Crater Lake Highway No. 62 Jackson County, Oregon.

Dear Mr. Chidsey:

We have reviewed the subject plans and have the following comments.

1. The drainage ditch between the box culvert crossings under Highway 62 at stations 1841+40 and 1859+50 should be realigned to be along the west side of Highway 62 and under Linn Road.

2. The drainage ditch between the box culvert crossing under Highway 62 at station 1871+46 and Little Butte Creek should be realigned to be along the west side of Highway 62 and under Nicholas Young Road. The relocation of the above drainage ditches is necessary to prevent storm drainage from the west side of the highway from overloading the drainage ditches on the east side of the highway, which has caused frequent flooding in the past within the City of Eagle Point.

3. Lighting at the intersections of Linn Road and Royal Avenue - Nicholas Young Road with Highway 62 should be provided. Adequate lighting for traffic safety at these intersections is necessary, especially during periods of heavy fog, which occur frequently during the fall and winter months.

4. The island at the intersection of Highway 62 with Royal Avenue between station 1885 and 1890 should be landscaped. The existing catch basin and creek run gravel at the island are eyesores. The island should be cleaned-up, contoured, and planted.

NOTED
J. E. CHIDSEY

NOTED
I. M. CARTWRIGHT

Form 61-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

White City - Linn Rd. Sec.
CRATER LAKE HIGHWAY
Preliminary Estimate for Landscaping

ITem	UNIT	QUANITY	UNIT COST	AMOUNT
Temp. Protection & Dir. of Traffic	L.S.			3,000.00
furnishing & planting Shrubs	EA.	3100	8.00	24,800.00
furnishing & placing Topsoil	CU. YDS	2,857	6.00	17,142.00
Bark Mulch	UNITS	65	70.00	4,550.00
water during Estab. period	M. GAL.	675	5.00	3,375.00
		TOTAL		52,867.00
Anticipated Item: FLAGGING				500.00
		TOTAL		53,367.00
+ 14½% Eng. & Contin.				7,738.00
		Grand Total		61,105.00

81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

White City - Linn Rd. Sec.
CRATER Lake HIGHWAY
Preliminary Estimate for Landscaping

ITEM	UNIT	Quanity	UNIT COST	AMOUNT
Temp. Protection & Dir. of traffic	L.S.			3,000^{00}
furnishing & planting Shrubs	ea.	3100	8.^{00}	24,800^{00}
furnishing & placing Topsoil	CU. YDS	2,857	6.^{00}	17,142^{00}
Bark Mulch	UNITS	65	170.^{00}	4,550^{00}
IRRIGATION	SQ FT.	77,145	.25	19,286^{00}
			Total	68,878
Anticipated Items:				
water Meters (2) × 525.^{00}				1,050.^{00}
water During establishment Period				300.^{00}
Flagging				500.^{00}
			TOTAL	70,728^{00}
	+ 14½% Eng. & Contin.			10,255.^{00}
			Grand Total	80,983^{00}

22

/ Salem, Oregon
January 20, 1976

Frank E. Terpin
Final Design Engineer F.E.P.

Alfred Shirley
Region III Engineer

White City-Linn Road Section
Crater Lake Highway
Jackson County

George Thornton's comments on the subject project have been reviewed. The drainage problems he has indicated as needing correction would appear to merit some action. However, as the project has already been cut back in an attempt to keep it within the authorized money, adding any more items would likely result in a further cut back such as removing the channelization at Linn Road or removal of one more passing bay. It is instead suggested that consideration be given to doing the drainage work as extra work in the event of a favorably low bid when the contract is let.

Drilling of the existing concrete pavement and pumping asphalt to stabilize it are included in the proposed contract.

Foundation investigation and stabilization recommendations for the embankments at the ends of Little Butte Creek should come from Region.

WEC:az
cc: George Thomnton
W. E. Cole

Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

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JAN 20 1976
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Other

1 Versteeg ✓
Olson
2 Terpin
Scott
3 Swenson
Anderson
Trout

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FEB 5 1976
ROAD DESIGN SECTION

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✓ Cole WEC
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Watson
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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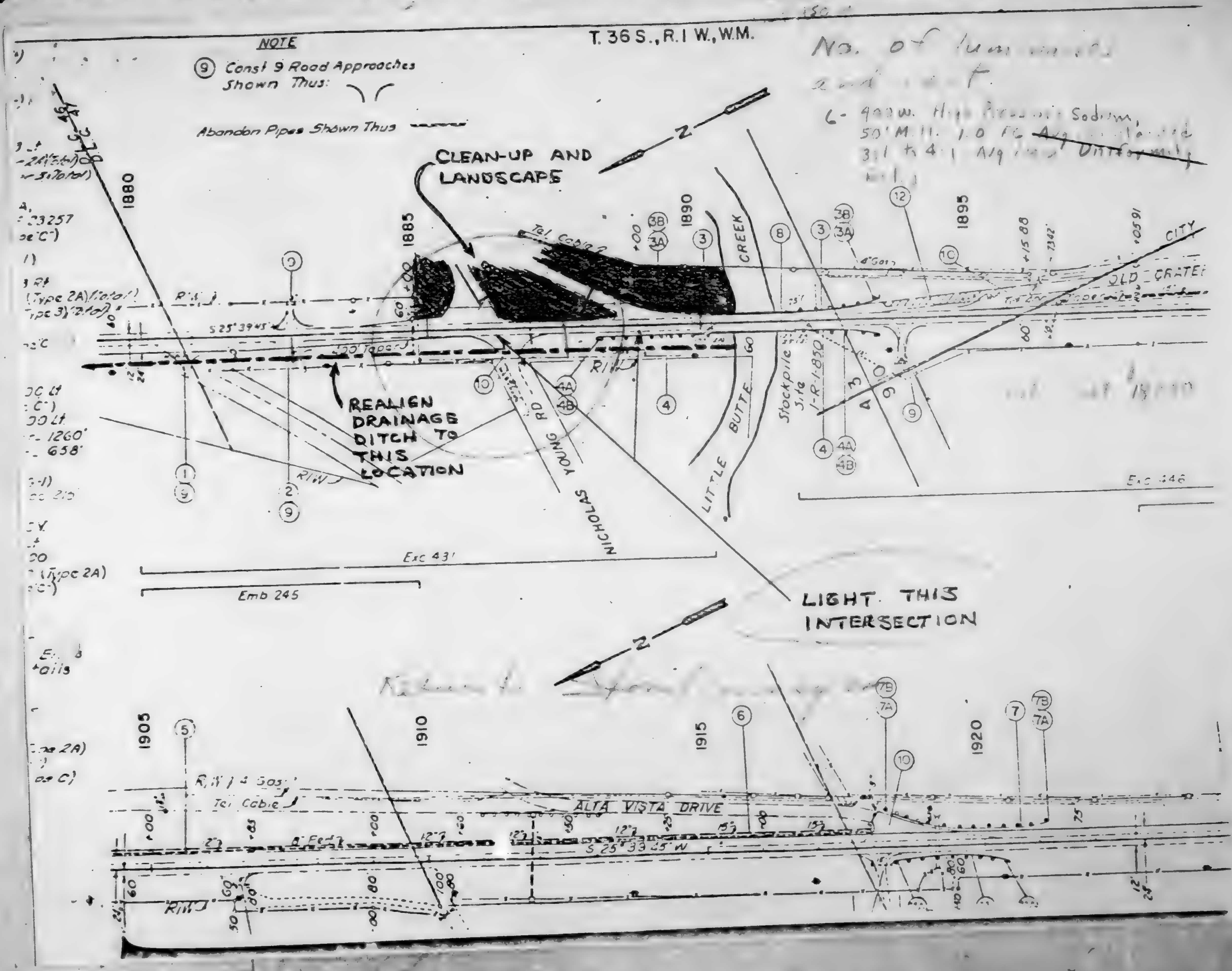
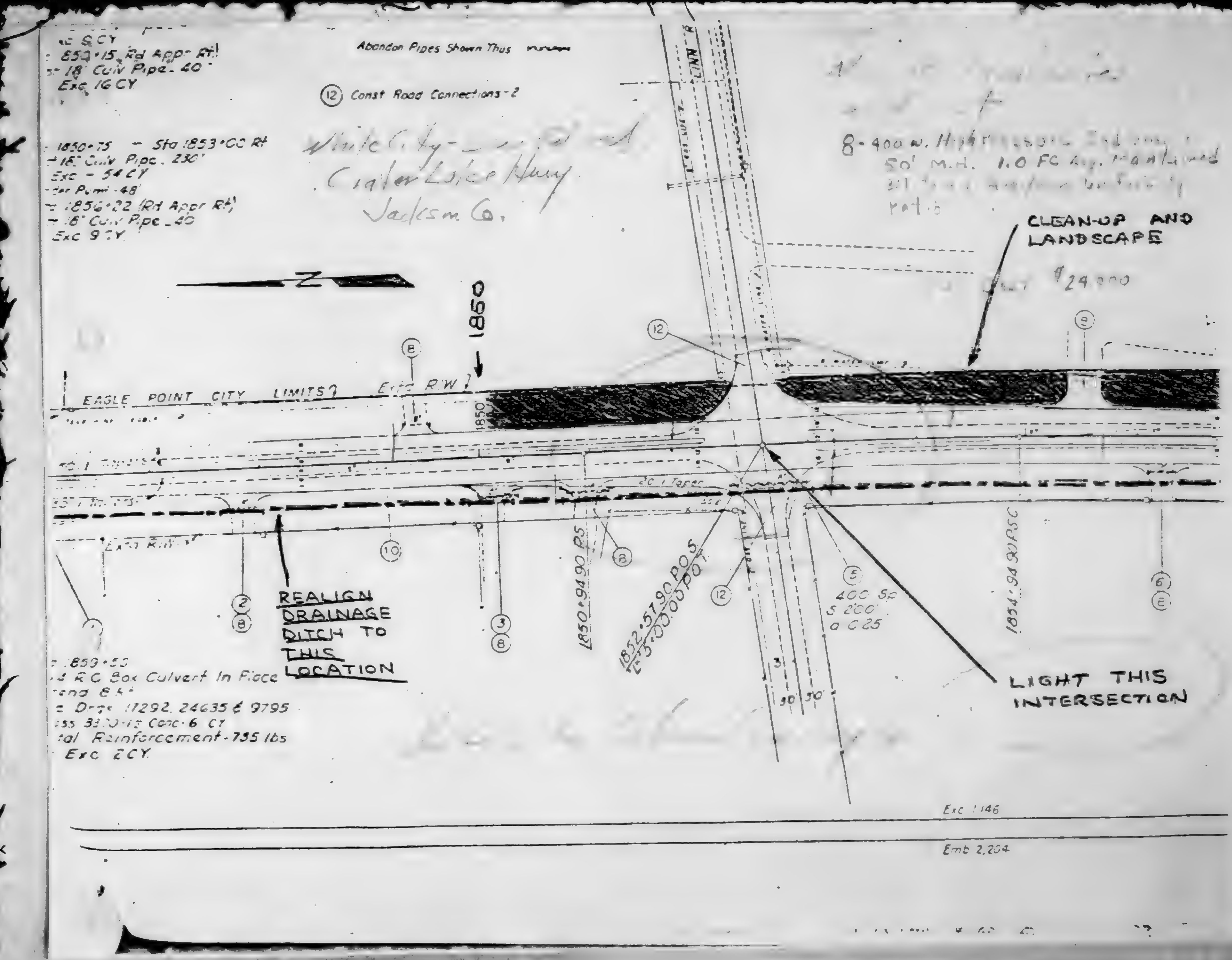

NOTE
⑨ Const 9 Road Approaches Shown Thus:
Abandon Pipes Shown Thus
T. 36 S., R.1 W., W.M.
No. of luminaires
6 - 400w. High Pressure Sodium, 50' M.H. 1.0 FC Avg. ~~Maintained~~
~~3:1 to 4:1 Avg. to Min. Uniformity~~
CLEAN-UP AND LANDSCAPE
REALIGN DRAINAGE DITCH TO THIS LOCATION
LIGHT THIS INTERSECTION
NICHOLAS YOUNG RD
LITTLE BUTTE CREEK
ALTA VISTA DRIVE
OLD CRATER
CITY
Stockpile Site I-R-1-850
Tel. Cable
R/W
S 25°39'45" W
S 25°33'45" W
Exc 431
Emb 245
Exc 346
N
1880
1885
1890
1895
1905
1910
1915
1920



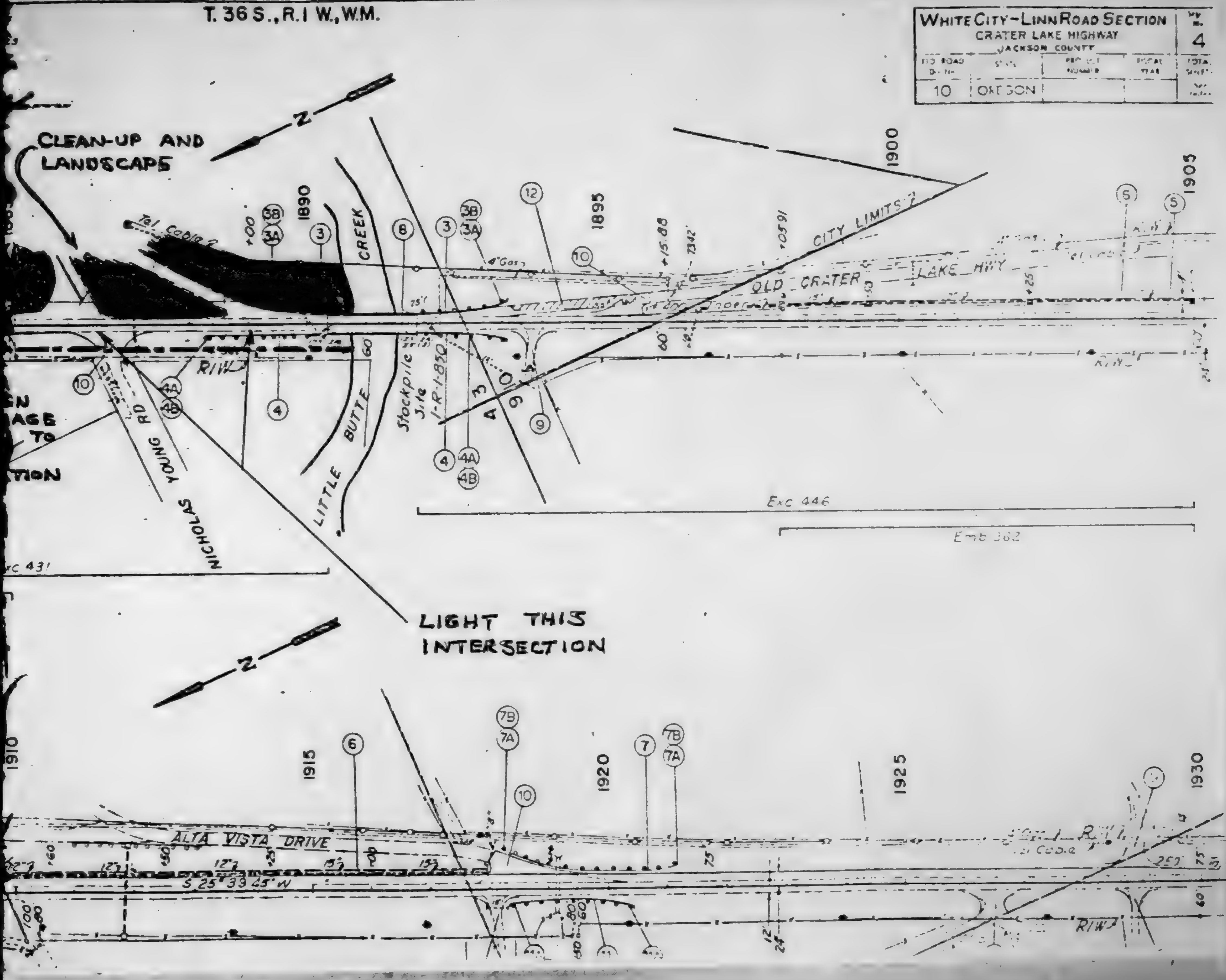
c S CY
852+15 Rd Appr Rt
18" Culv Pipe - 40'
Exc 16 CY
1850+75 - Sta 1853+00 Rt
18" Culv Pipe - 230'
Exc - 54 CY
Pumi - 48
1856+22 (Rd Appr Rt)
18" Culv Pipe - 40
Exc 9 CY
Abandon Pipes Shown Thus
⑫ Const Road Connections - 2
White City - [illegible]
Crater Lake Hwy
Jackson Co.
8-400 w. High pressure Sodium
50' M.H. 1.0 FC Avg. Maintained
3:1 [illegible]
ratio
CLEAN-UP AND
LANDSCAPE
$24,000
N
1850
EAGLE POINT CITY LIMITS
Exist R/W
LINN Rd
20:1 Taper
1850+94.90 P.S.
1852+57.90 P.O.S.
L 3+00.00 P.O.T.
1854+94.90 P.S.C.
400 Sp
S 200
a 0.25
REALIGN
DRAINAGE
DITCH TO
THIS
LOCATION
LIGHT THIS
INTERSECTION
1859+50
R C Box Culvert In Place
and Ext.
Dwgs 11292, 24635 & 9795
Class 3300-1½ Conc - 6 CY
tal Reinforcement - 735 lbs
Exc 2 CY
Exc 1146
Emb 2,204
Exist R/W
90'
50'
① ② ③ ⑤ ⑥ ⑧ ⑩ ⑫

12V-135

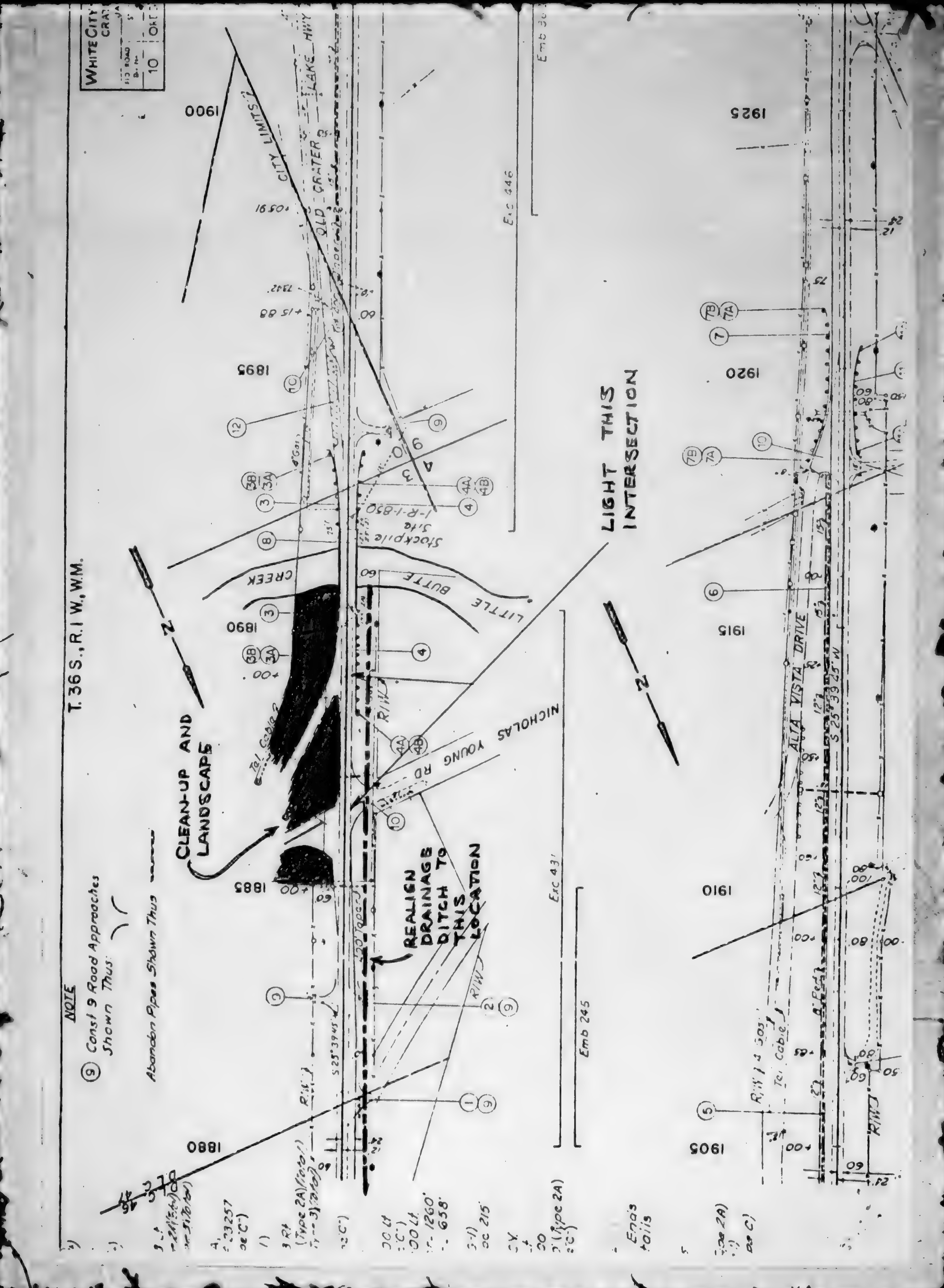
WHITE CITY-LINN ROAD SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

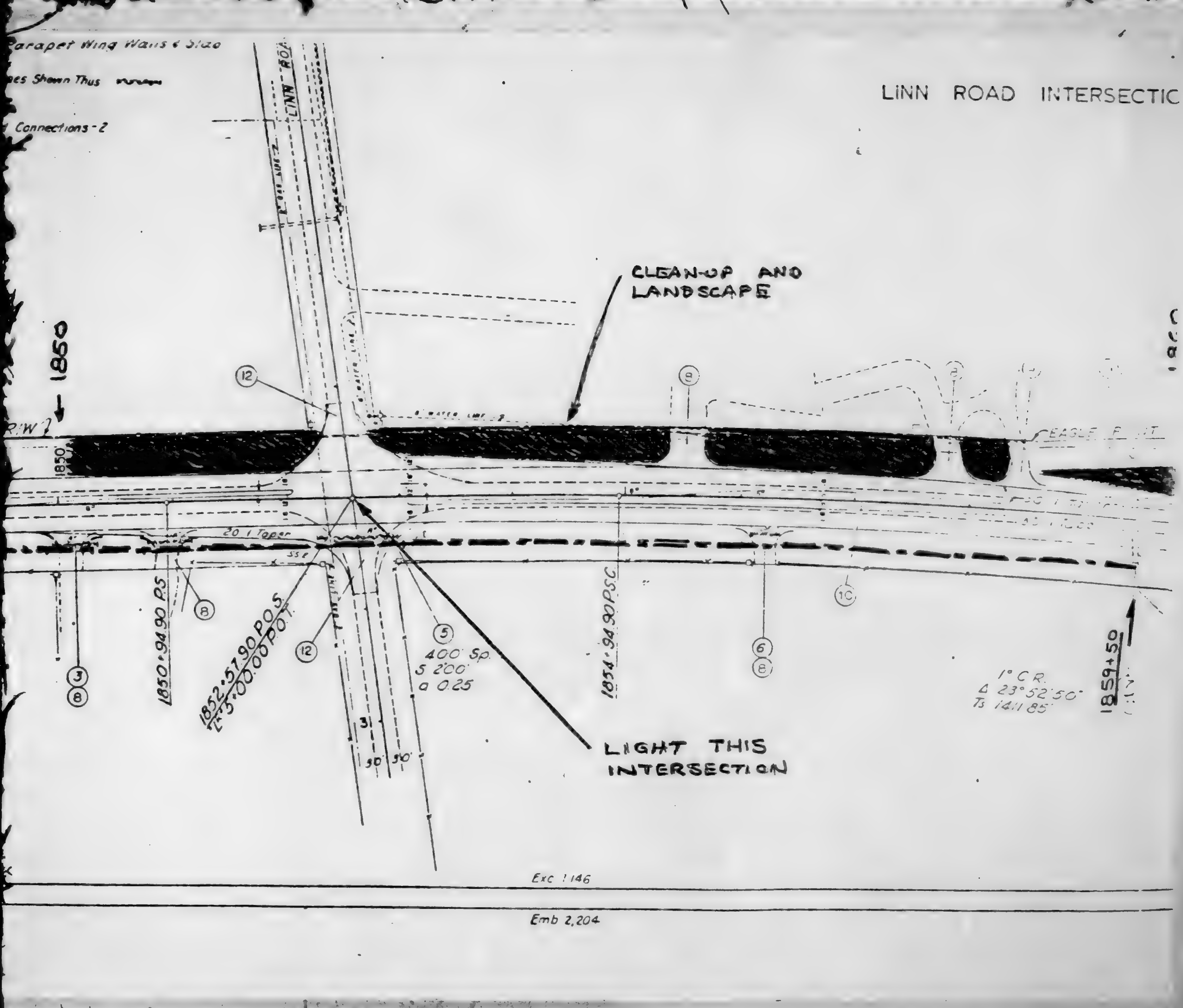
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	OREGON			4	

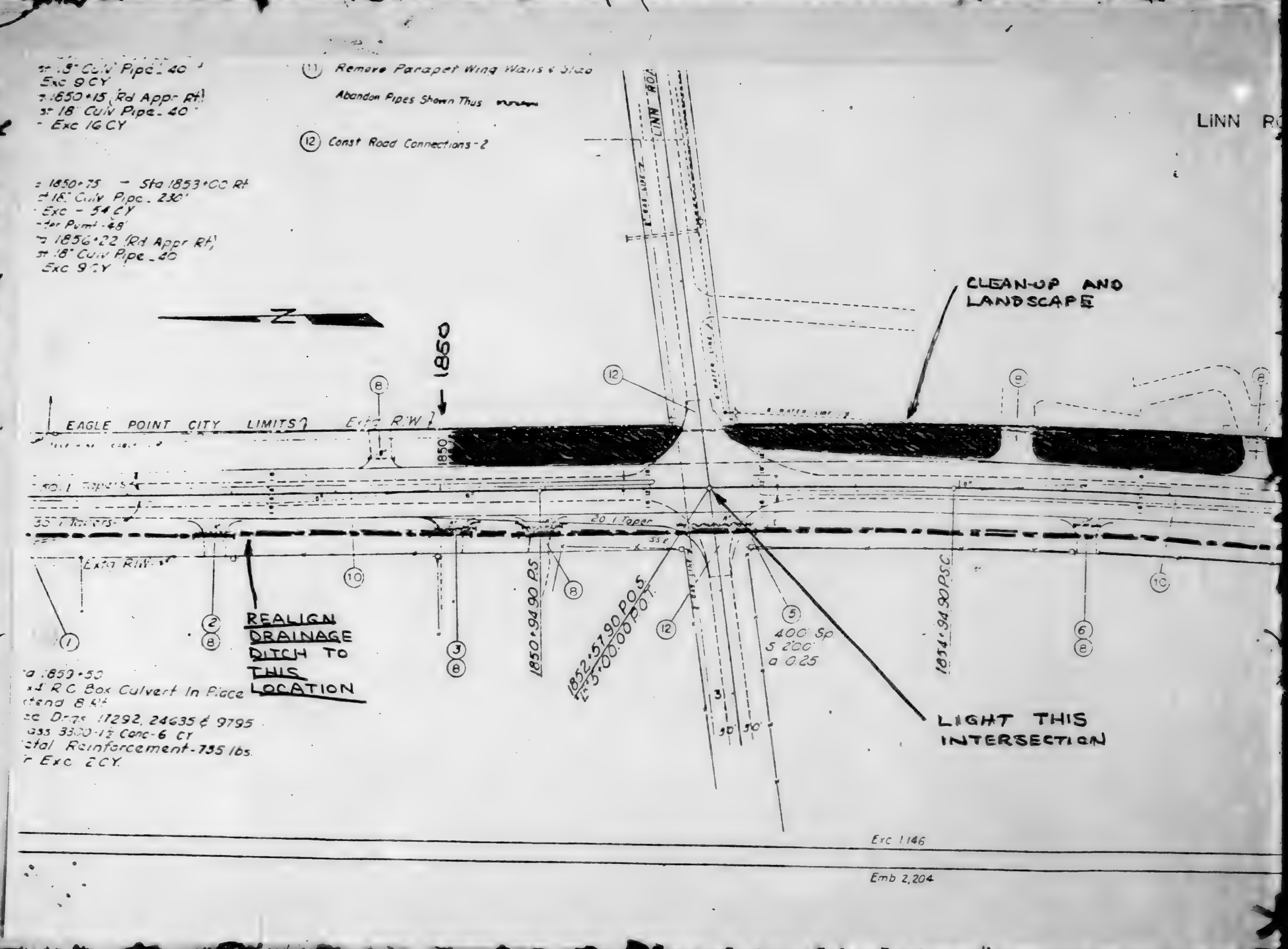
T. 36 S., R. 1 W., W.M.



CLEAN-UP AND LANDSCAPE
N
1890
1895
1900
1905
1910
1915
1920
1925
1930
CITY LIMITS
OLD CRATER LAKE HWY
LITTLE BUTTE CREEK
NICHOLAS YOUNG RD
Stockpile Site I-R-1-850
R/W
Exc 446
Emb 362
Exc 431
LIGHT THIS INTERSECTION
ALTA VISTA DRIVE
S 25° 33' 25" W
+00
+15.88
+05.91
3
3A
3B
4
4A
4B
5
6
7
7A
7B
8
9
10
12


WHITE CITY
10
T. 36 S., R. 1 W., W.M.
NOTE
⑨ Const 9 Road Approaches Shown Thus:
Abandon Pipes Shown Thus
CLEAN-UP AND LANDSCAPE
REALIGN DRAINAGE DITCH TO THIS LOCATION
LIGHT THIS INTERSECTION
CITY LIMITS
OLD CRATER LAKE HWY
LITTLE BUTTE CREEK
NICHOLAS YOUNG RD
ALTA VISTA DRIVE
Stockpile Site
I-R-I-850
Tel. Cable
R/W
S 25°39'45" W
S 25°33'25" W
N
1880
1885
1890
1895
1900
1905
1910
1915
1920
1925
Exc 446
Exc 431
Emb 245
Exc 215
1260
658


Parapet Wing Walls & Size
es Shown Thus
Connections - 2
LINN ROAD INTERSECTIC
LINN ROA
CLEAN-UP AND LANDSCAPE
1850
R/W
1850
EAGLE F
12
8
20:1 Taper
3
8
1850+94.90 P.S.
8
1852+57.90 P.O.S.
L 5°00.00 P.O.T.
12
5
400' Sp.
S 2.00'
a 0.25
31
30'
30'
1854+94.90 P.S.C.
6
8
1C
1° C.R.
Δ 23°52'50"
Ts 1411.85'
1859+50
LIGHT THIS INTERSECTION
Exc 1146
Emb 2,204



st 18" Culv Pipe - 40'
Exc 9 CY
1850+15 (Rd Appr Rt)
st 18" Culv Pipe - 40'
- Exc 16 CY
1850+75 - Sta 1853+00 Rt
18" Culv Pipe - 230'
Exc - 54 CY
Pvmt - 48'
1856+22 (Rd Appr Rt)
st 18" Culv Pipe - 40
Exc 9 CY
⑪ Remove Parapet Wing Walls & Slab
Abandon Pipes Shown Thus
⑫ Const Road Connections - 2
LINN R
LINN ROAD
Z
1850
EAGLE POINT CITY LIMITS?
Exist R/W
CLEAN-UP AND LANDSCAPE
50:1 Tapers
35:1 Tapers
20:1 Taper
Exist R/W
①
②
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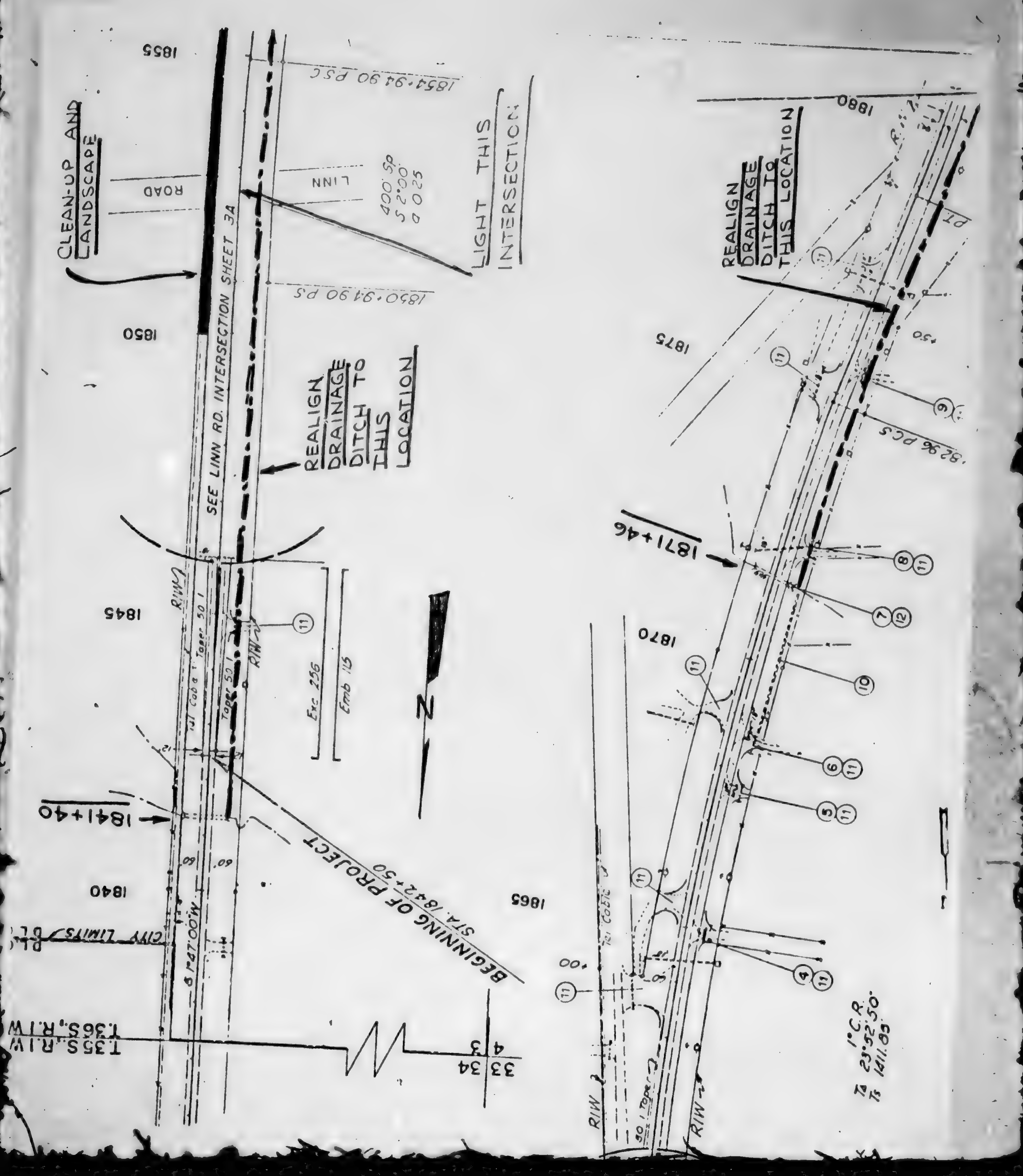
1850+94.90 P.S.
1852+57.90 P.O.S.
L=3+00.00 P.O.T.
1854+94.90 P.S.C.
400' Sp.
S 200'
a 0.25
30' 30'
REALIGN DRAINAGE DITCH TO THIS LOCATION
LIGHT THIS INTERSECTION
Sta 1859+50
x 4' R C Box Culvert In Place
Extend 8 Rt
See Drgs 11292, 24635 & 9795
Class 3300-1½ Conc-6 CY
Metal Reinforcement - 735 lbs.
Str Exc 2 CY.
Exc 1,146
Emb 2,204



CLEAN-UP AND LANDSCAPE
LINN ROAD
SEE LINN RD. INTERSECTION SHEET 3A
LIGHT THIS INTERSECTION
1854+94.90 P.S.C
1850+94.90 P.S
400' Sp
5°2'00"
a 0.25
REALIGN DRAINAGE DITCH TO THIS LOCATION
REALIGN DRAINAGE DITCH TO THIS LOCATION
1855
1850
1845
1840
1880
1875
1870
1865
1841+40
1871+46
BEGINNING OF PROJECT
STA. 1842+50
Exc 256
Emb 115
N
R/W
Taper 50:1
CITY LIMITS
S 1°47'00" W
T.35S. R.1W
T.36S. R.1W
33 34
4 3
82.96 P.C.S
PT
+50
1° C.R.
Δ 23°52'50"
T 1411.85
50:1 Taper
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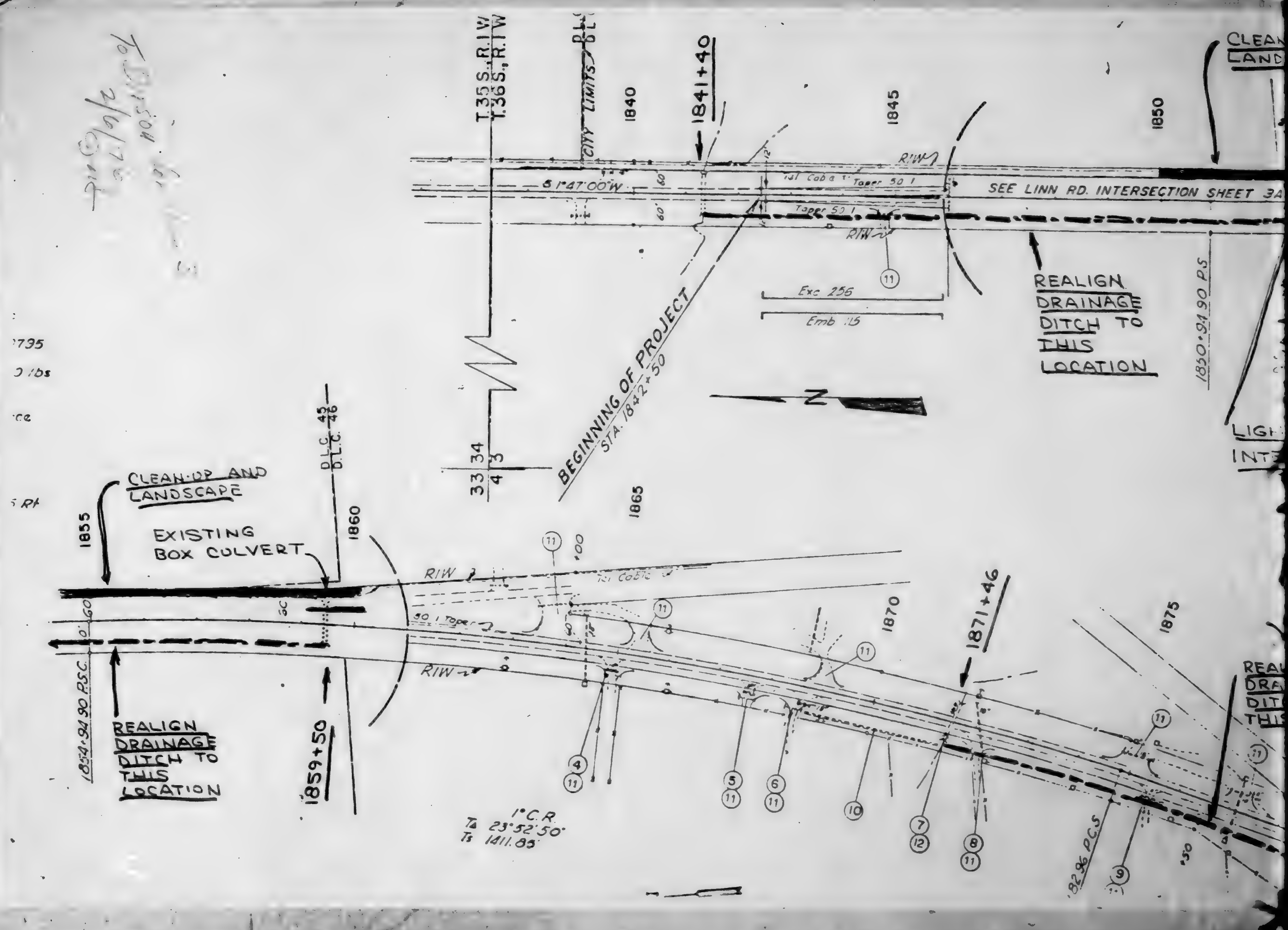
CLEAN
LAND
T.35S.,R.1W
T.36S.,R.1W
CITY LIMITS
D.L.C
1840
1841+40
1845
1850
S 1°47'00"W
60'
60'
RIW
1st Cable
Taper 50:1
Taper 50:1
SEE LINN RD. INTERSECTION SHEET 3A
RIW
11
Exc 256
Emb 115
REALIGN
DRAINAGE
DITCH TO
THIS
LOCATION
1850+94.90 P.S.
LIGH
INT
BEGINNING OF PROJECT
STA. 1842+50
N
33 34
4 3
D.L.C. 45
D.L.C. 46
CLEAN-UP AND
LANDSCAPE
1855
EXISTING
BOX CULVERT
1860
1865
RIW
1st Cable
50:1 Taper
RIW
11
100
1870
1871+46
1875
11
11
REAL
DRA
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REALIGN
DRAINAGE
DITCH TO
THIS
LOCATION
1854+94.90 P.S.C.
1859+50
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7
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11
9
82.96 P.C.S.
1°C.R.
Δ 23°52'50"
Ts 1411.85
50
60
0
50

To Dixson for Item 3
2/6/76

5. The east side of Highway 62 between the intersections of Linn Road and Old Highway 62 with Highway 62 between stations 1850 and 1860 should be cleaned-up and landscaped. The City of Eagle Point is willing to work with the Oregon State Highway Division and the adjoining private property owners to clean-up the area to provide for the maintenance and landscaping of the Royal Avenue intersection and the Linn Road intersection, which is the main entry way into the City of Eagle Point.

Sincerely,

Robert B. Wiegand

Robert B. Wiegand, P.E.
City Engineer

RBW/dw

xc: Bill Cole
Gary Kenney
Don Harwell

RECEIVED
JAN 30 1976
UTILITY UNIT

22

"ATEWAY TO THE LAK

City of Eagle Point

Bob G. Kimmel, Mayor
A. E. Mitchell, Council Pres.

Robert C. Moore, Administrator
Nila Gosnell, Recorder

P.O. Box 164 OREGON 97524 826-4212

January 29, 1976

2

Mr. J.E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Revised Preliminary Plans White City - Linn Road Section Crater Lake Highway No. 62 Jackson County, Oregon.

Dear Mr. Chidsey:

We have reviewed the subject plans and have the following comments.

1. The drainage ditch between the box culvert crossings under Highway 62 at stations 1841+40 and 1859+50 should be realigned to be along the west side of Highway 62 and under Linn Road.

2. The drainage ditch between the box culvert crossing under Highway 62 at station 1871+46 and Little Butte Creek should be realigned to be along the west side of Highway 62 and under Nicholas Young Road. The relocation of the above drainage ditches is necessary to prevent storm drainage from the west side of the highway from overloading the drainage ditches on the east side of the highway, which has caused frequent flooding in the past within the City of Eagle Point.

7

3. Lighting at the intersections of Linn Road and Royal Avenue - Nicholas Young Road with Highway 62 should be provided. Adequate lighting for traffic safety at these intersections is necessary, especially during periods of heavy fog, which occur frequently during the fall and winter months.

$42,000
14 Luminaires

4. The island at the intersection of Highway 62 with Royal Avenue between station 1885 and 1890 should be landscaped. The existing catch basin and creek run gravel at the island are eyesores. The island should be cleaned-up, contoured, and planted.

NOTED
I. M. CARTWRIGHT

NOTED
J. E. CHIDSEY

FORM E-30

REFERRED TO

Beard ____ Reed ____
Cole WEG Sample TEAS
Eriksen ____ Watson ____
Hoper ____ Wolfe ____
Return Discuss Do File Copy Over
BY FINAL DESIGN ENGINEER

LOC 16-1

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470 ✓

Versteeg ____
Olson ____
Terpin TEAS
Scott ____
Swenson ____
Anderson ____
Trout ____

RECEIVED
FEB 10 1976
ROAD DESIGN SECTION

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Receiver Keep ☐
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Bring Up ____/____
Other ____

RECEIVED
FEB 9 1976
LOCATION SECTION

DATE FEBRUARY 6, 1976

TO FRANK E. TERPIN
LOCATION ENGINEER

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST
by James A. Bilderback
James A. Bilderback
Assist. Reg. 3 Engrg. Geologist

SUBJECT WHITE CITY - LINN ROAD SECTION
Crater Lake Highway
Jackson County

We have been asked to answer your letter of January 20, 1976 to Alfred Shirley Jr. requesting recommendations on embankment stabilization at the ends of Little Butte Creek bridge structure. We have also gone over the drainage items which were commented upon.

A field trip was made to the area on February 5, 1976 to gain a perspective of the matters. Two sheets of the preliminary plans are enclosed to briefly highlight the items. Three (3) potential problems were observed in the field which were of some concern to maintenance personnel.

1) A basic problem exists where water apparently backs up into an individuals' yard left of Sta. 1858 and into a subdivision area left of Sta. 1848-1851 in the vicinity of Linn Road. Drainage underneath the highway is provided with 4'x4' box culverts at Sta. 1859+50, 1845. These box culverts adequately handle the water, however ditching is inadequate outside the highway right-of-way. In the instance of the culvert at station 1859+50, the drainage virtually ends at the R.O.W.

It would seem that if this was to be significantly improved, assistance should be given by at least the City of Eagle Point. Old ditches to be cleaned are on private property considerably beyond the R.O.W.

2) It is recommended that ditching and perforated pipe be included for the right hand side of the cut opposite stations 1900-1918 as well as the left side (which is included on the preliminary plans).

3) There has been settlement mostly on the Northside approach fill to Little Butte Creek Bridge which has had to be filled in several times within a particular year. It is recommended that this area adjacent to the bridge end be pumped with concrete grout to fill voids from poorly placed fill. The fill has been placed with concrete rubble and large Terrace Gravels. The problem isn't a large structural one but it has been a maintenance nuisance and provides for a poor surface.

c.c. J.X. Wilson
George Thornton
Earl Purdy
File

NOTED
F. E. TERPIN

#341

22

Salem, Oregon
February 20, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

White City-Linn Road Section
Crater Lake Highway
Jackson County

The White City-Linn Road bond project was designed to fit the available funds. The project consists of a pavement overlay, truck passing lanes and left turn refuge at Linn Road.

The local recommendations are to illuminate Linn Road ($15,000), landscape the Linn Road area ($70,000) and drainage work ($15,000 and up). There are no additional funds available for the suggested illumination, drainage and landscape work; therefore, these additional items will not be included in the plans for this project.

JHV:jh

Versteeg
Olson
I Terpin Doc
Scott
Swenson
Anderson
Trout ✓

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Beard Reed
I Cole W.C. Semple
Erikson Watson
Hager Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

NOTED
D. O. Christensen

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

1 Versteeg ✓
Olson
2 enson Doc
enson
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MAR 1 1976
ROAD DESIGN SECTION

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Return To
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Other

ROSEBURG REGION
RECEIVED
FEB 26 1976
FILE

DATE February 25, 1976

TO ~~Memo To File~~

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT Meeting with Eagle Point Representatives
White City-Linn Road
Jackson County

On February 24, 1976 at 1:30Pm I met with Robert Moore, Administrator and Robert Wiegand, City Engineer to discuss the requests made by the city in regards to the above named project. These requests were: 1. Add a drainage ditch to the west side of the highway and remove one creek from flowing through the town. 2. Extend this ditch to Little Butte Creek. 3. Illuminate two intersections. 4 and 5 are to cleanup and landscape much of the right of way on the easterly side of the highway.

The meeting began with a review of the requests. I then gave a short history of the project and emphasised that it was a bond project and that additional funds are unavailable. The discussion continued item by item. In general the city was very cooperative in most cases they offer men and equipment if we will furnish materials.

On items one and two I informed them that lack of right of way would prohibit the proposed work as well as lack of funds. On item three the city offered to supply the Sodium Vapor lamps and assume the power costs if the state would furnish the poles, mast arms and the installation. On items four and five the city offered topsoil and possibly some labor for this landscaping.

The city administrator detailed future plans which includes four-laning of Linn Road, a county park near Royal Avenue junction and a general cleanup and landscaping of the entries to Eagle Point. Mr. Moore made it clear that while the letter was written about the proposed project that he did not expect the requested work done at this time. He is requesting cooperation for future work and also wanted the state of Oregon to understand that the city is more than willing to help, preferably with in-kind services.

As the meeting ended I assured the city representatives that I would write this memo and disperse it to all interested parties. They were again reminded that nothing could be done on the Linn Road project but with their willingness to assume responsibilities, perhaps at a later date monies would be available for illumination, etc.

cc:A.Shirley Jr.
G.Thornton
D.Harwell

cc: J. H Versteeg

REFERRED TO
Beard Reed
✓ Cole WEC Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

16. NE Union Avenue-NE 82nd Avenue Section
Columbia River Highway, Multnomah County

Headlight glare shield installation

Same as No. 1.

17. SE Foster Road-Oregon City Interchange Section
East Portland Freeway, Multnomah & Clackamas Counties

Illumination project

Same as No. 1.

18. Medical Springs Rock Production Project
Medical Springs Highway, Union County

Rock production project

Same as No. 1.

19. Lostine River (Wolfe) Bridge Section
FAS 32-106, Wallowa County

Structure

Same as No. 2 except 32-foot roadway will be provided.

DES:mc

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

10. Malheur River (Russell) Bridge Section
FAP RS-23-122(1), Malheur County

Structure

Same as No. 2 except that 27-foot 5-inch roadway will be provided.

11. Lancaster Drive at State Street Section
FAUS 1615, Marion County

Signals

Same as No. 1.

12. Heppner Rock Production Project
Wasco-Heppner Highway, Morrow County

Rock production project

Same as No. 1.

13. SW Taylors Ferry Road-Lewis & Clark Law School Bikeway Section
Terwilliger Blvd (Portland), Multnomah County

Grading and paving bikeway project

9-foot Class II bikeway to be constructed.

14. West Portland Park and Ride Station
Pacific Highway West, Multnomah County

Building with parking lots and incidental drives and approaches

Sidewalks, ramps and bicycle racks to be provided.

15. N. Oswego Avenue-N. Burr Avenue (Portland) Section
N. Columbia Blvd (Portland), Multnomah County

Grade and pave project

8-foot Class II bikeway to be provided.

4. Pine Creek Road-Beede Reservoir Section
   Central Oregon Highway, Harney County

   Grading and paving project

   Same as No. 2 except that 6-foot shoulders (4-foot shoulders on double climbing lanes) are to be provided.

5. White City-Linn Road Section
   Crater Lake Highway, Jackson County

   Grading and paving project

   6-foot Class III bikeway will be provided.

6. Little Butte Creek Bridge Section
   Agate Road, Jackson County

   Structure

   Same as No. 2 except that 30-foot 6-inch roadway will be provided.

7. Warner Rock Production Project
   Lake County

   Rock production project

   Same as No. 1.

8. Salmon River Highway at Slick Rock Road Section
   Salmon River Highway, Lincoln County

   Grade and pave project
   Left-turn refuge

   Same as No. 2 except 4-foot shoulders will be provided.

9. DeFord Creek Bridge Section
   FAS 124, Linn County

   Grade, pave and structure

   Same as No. 2 except that 8-foot shoulders on approaches and 41-foot 5-inch roadway on structure will be provided.

8344

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 3

INTER-OFFICE CORRESPONDENCE

April 19, 1976

FROM: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 29 Bid Letting

TO:

FILE

Bids will be opened April 29 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Unity Rock Production Project
   John Day Highway, Baker County

   Rock production project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Garden Valley Blvd Interchange
   Pacific Highway, Douglas County

   Grade and pave project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   10-foot shoulders are to be provided.

3. Condon Rock Production Project
   John Day Highway, Gilliam County

   Rock production project

   Same as No. 1

8344

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 15, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Passing Lane
White City-Linn Road Section
Crater Lake Highway
Jackson County

We have taken a look at the plans of the highway project which Mr. Tejcka is concerned about, and we don't believe that there is a basis for his fears. The project involves several standard passing bays of the type which have been constructed in many places throughout the State. They appear to operate satisfactorily, and have not resulted in any safety problems.

The hazardous three-lane highways which Mr. Tejcka refers to were of a type where the middle lane could be used for passing by both directions of traffic. The passing bays on the White City-Linn Road Section are not of this type.

Kipp Osborn, Region Traffic Engineer, is going to check the project in the field to be sure that it is properly signed and striped, although the project is not yet completed. We do not foresee any safety problems with the project as it is designed.

George

L. E. George
Traffic Engineer

TL:rj

cc: Alfred Shirley, Jr.

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

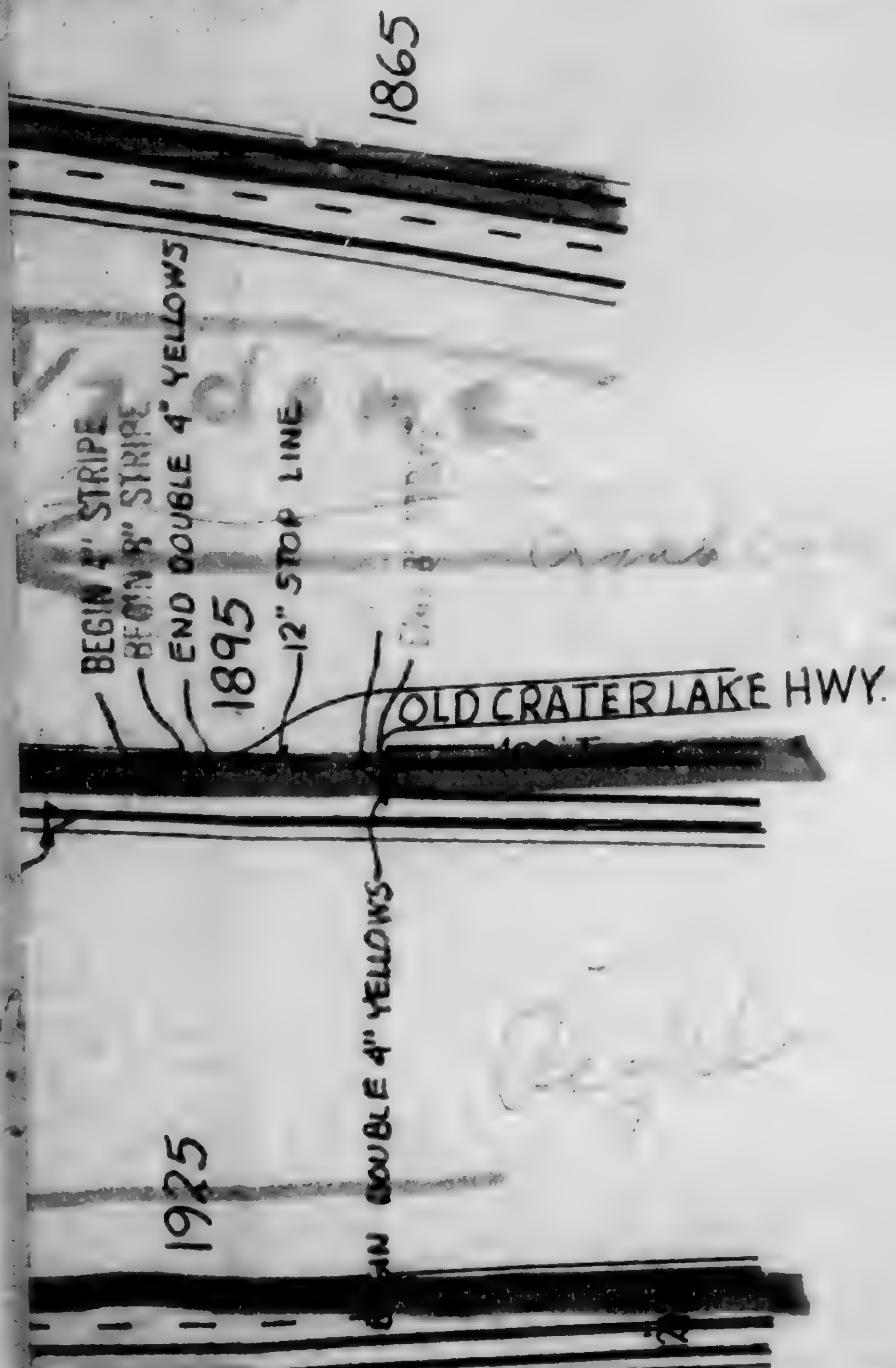
RECEIVED
SEP 16 1976
ROAD
DESIGN
SECTION

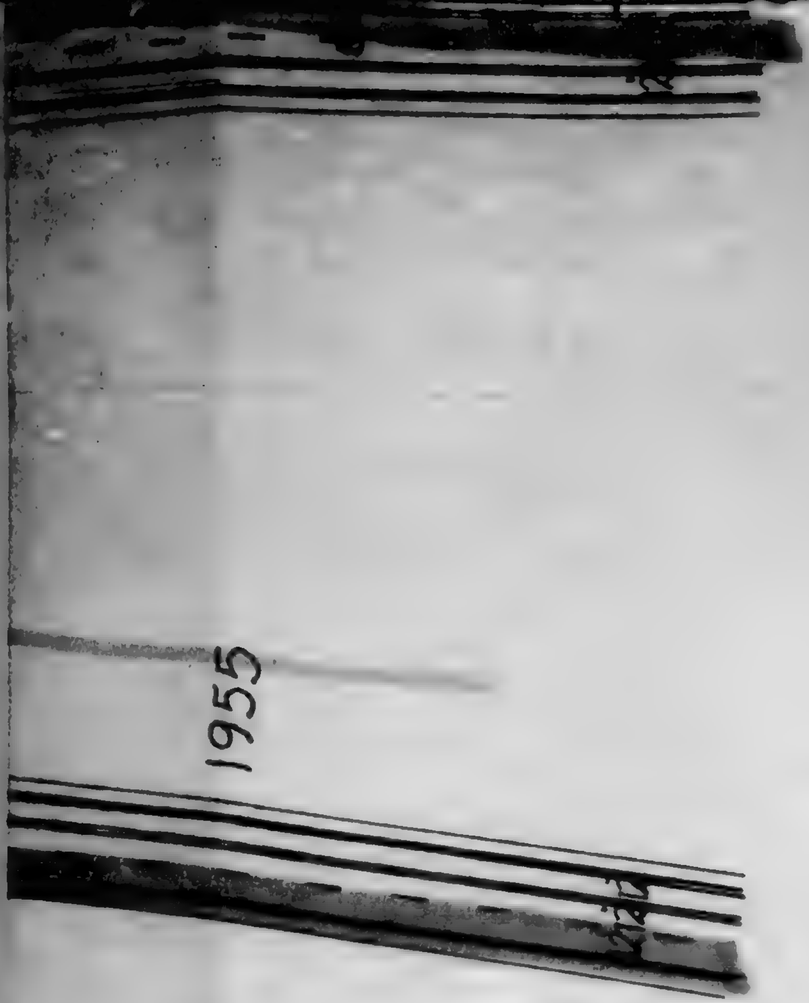
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

CITY-LINN ROAD SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY

STATE	PROJECT NUMBER		
OREGON	STATE		

IPING PLAN


1865
BEGIN 4" STRIPE
BEGIN 8" STRIPE
END DOUBLE 4" YELLOWS
1895
12" STOP LINE
OLD CRATER LAKE HWY.
BEGIN DOUBLE 4" YELLOWS
1925



NOTE
ALL STRIPES UNLESS OTHERWISE
NOTED SHALL BE STANDARD
PAVEMENT MARKING WHITE

BROKEN STRIPES SHALL BE 15' IN
LENGTH WITH A 25' GAP BETWEEN
STRIPES.

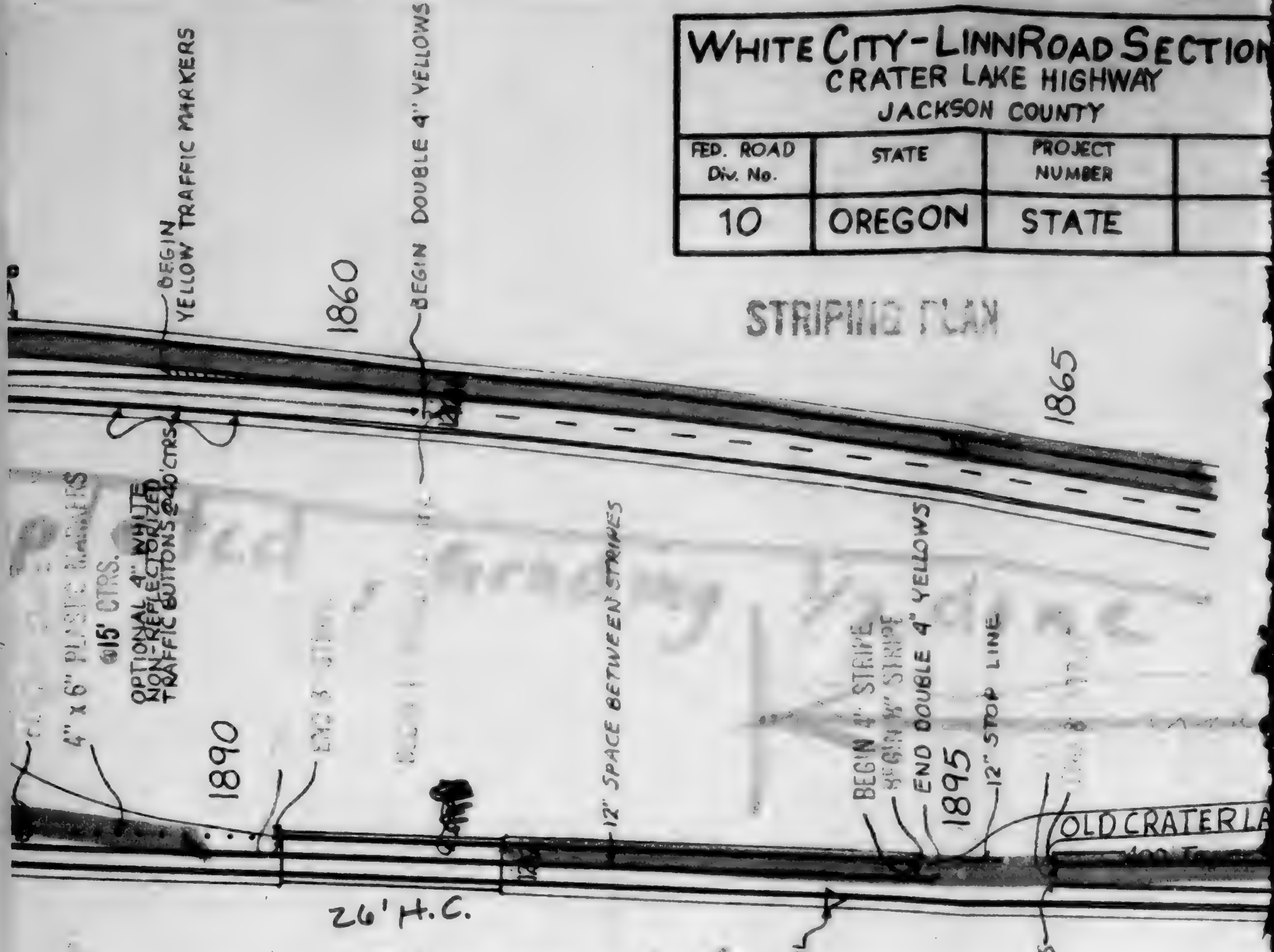
MEDIAN ISLANDS FORMED
BY PAINTED MARKINGS ONLY
ARE OUTLINED IN DOUBLE
YELLOW; TWO 4" YELLOWS
WITH A 4" NOMINAL SPACE

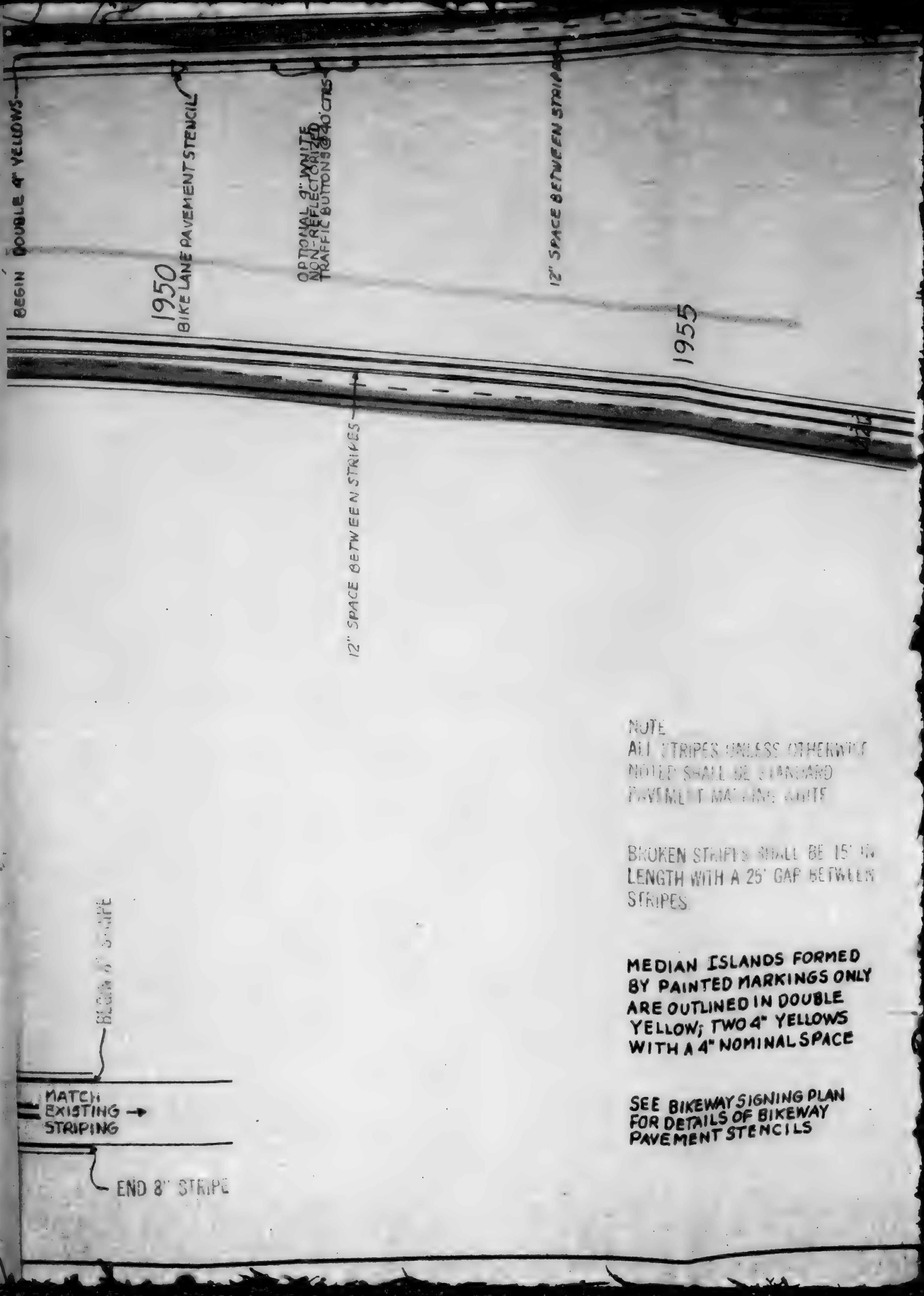
SEE BIKEWAY SIGNING PLAN
FOR DETAILS OF BIKEWAY
PAVEMENT STENCILS

WHITE CITY-LINN ROAD SECTIO
CRATER LAKE HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	
10	OREGON	STATE	

STRIPING PLAN


BEGIN YELLOW TRAFFIC MARKERS
1860
BEGIN DOUBLE 4" YELLOWS
1865
4" x 6" PLASTIC MARKERS @15' CTRS.
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @40' CTRS
1890
12" SPACE BETWEEN STRIPES
BEGIN 4" STRIPE
BEGIN 8" STRIPE
END DOUBLE 4" YELLOWS
1895
12" STOP LINE
OLD CRATER LA
26' H.C.
R/W needed if 4 lawed
END 4" STRIPE
END 8" STRIPE
1920
LANE PAVEMENT STENCIL
1925
BEGIN DOUBLE 4" YELLOWS
DOUBLE 4" YELLOWS
PAVEMENT STENCIL
ONAL 4" WHITE N-REFLECTORIZED FFIC BUTTONS @40' CTRS
PACE BETWEEN STRIPES

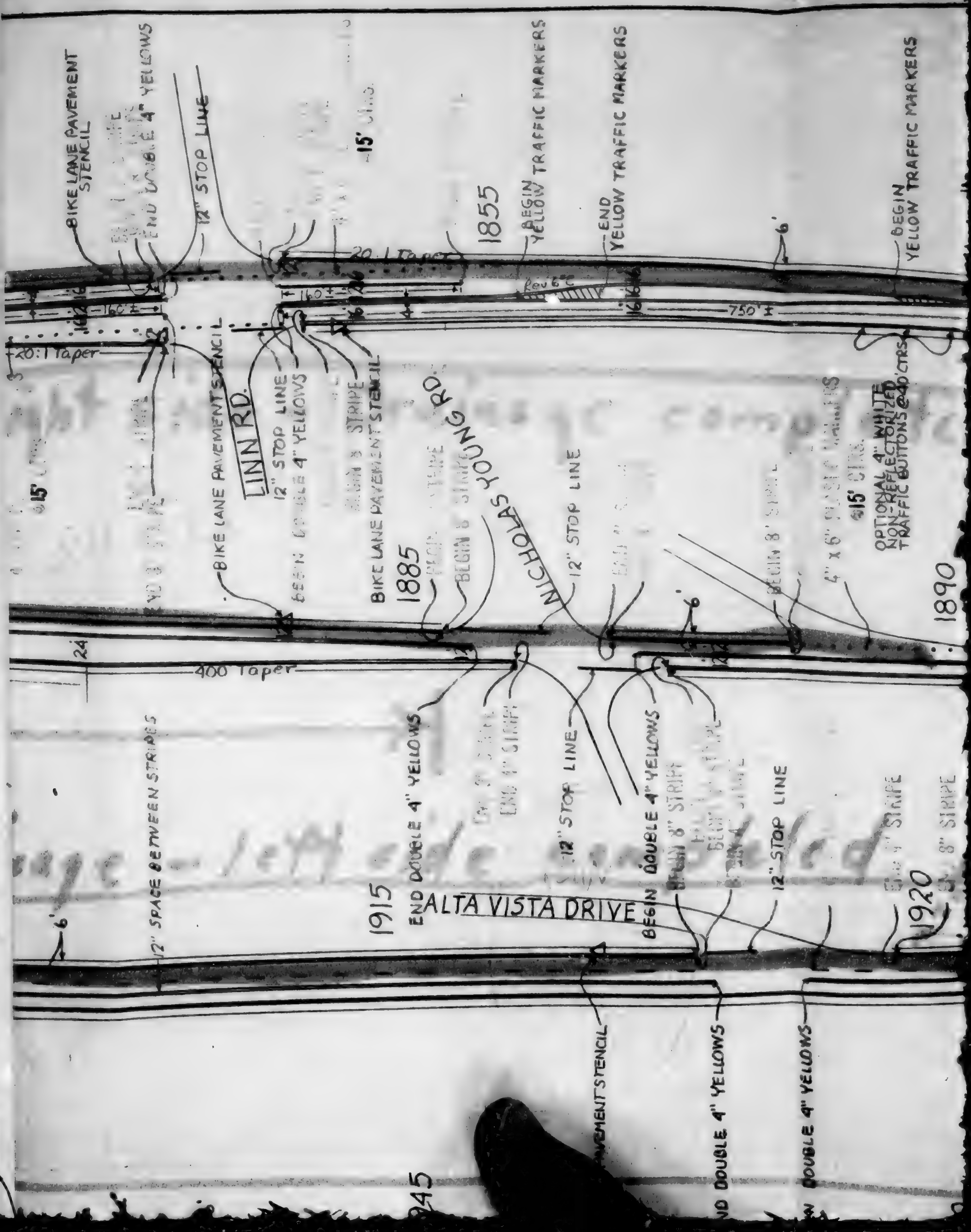

BEGIN DOUBLE 4" YELLOWS
1950
BIKE LANE PAVEMENT STENCIL
OPTIONAL 8" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @ 40' CTRS
12" SPACE BETWEEN STRIPES
1955
12" SPACE BETWEEN STRIPES
BEGIN 8" STRIPE
MATCH EXISTING STRIPING →
END 8" STRIPE

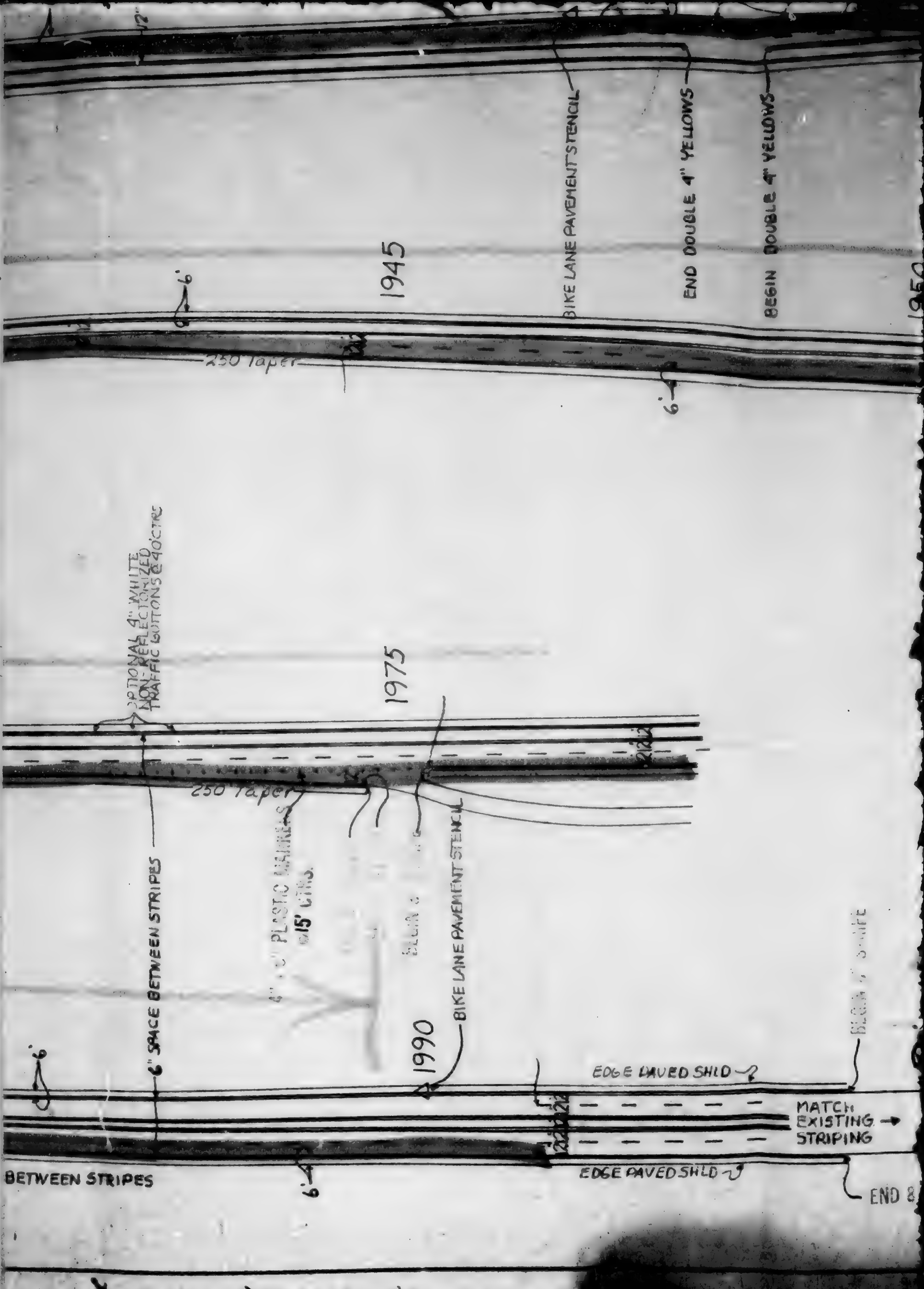
NOTE
ALL STRIPES UNLESS OTHERWISE NOTED SHALL BE STANDARD PAVEMENT MARKING WHITE

BROKEN STRIPES SHALL BE 15' IN LENGTH WITH A 25' GAP BETWEEN STRIPES.

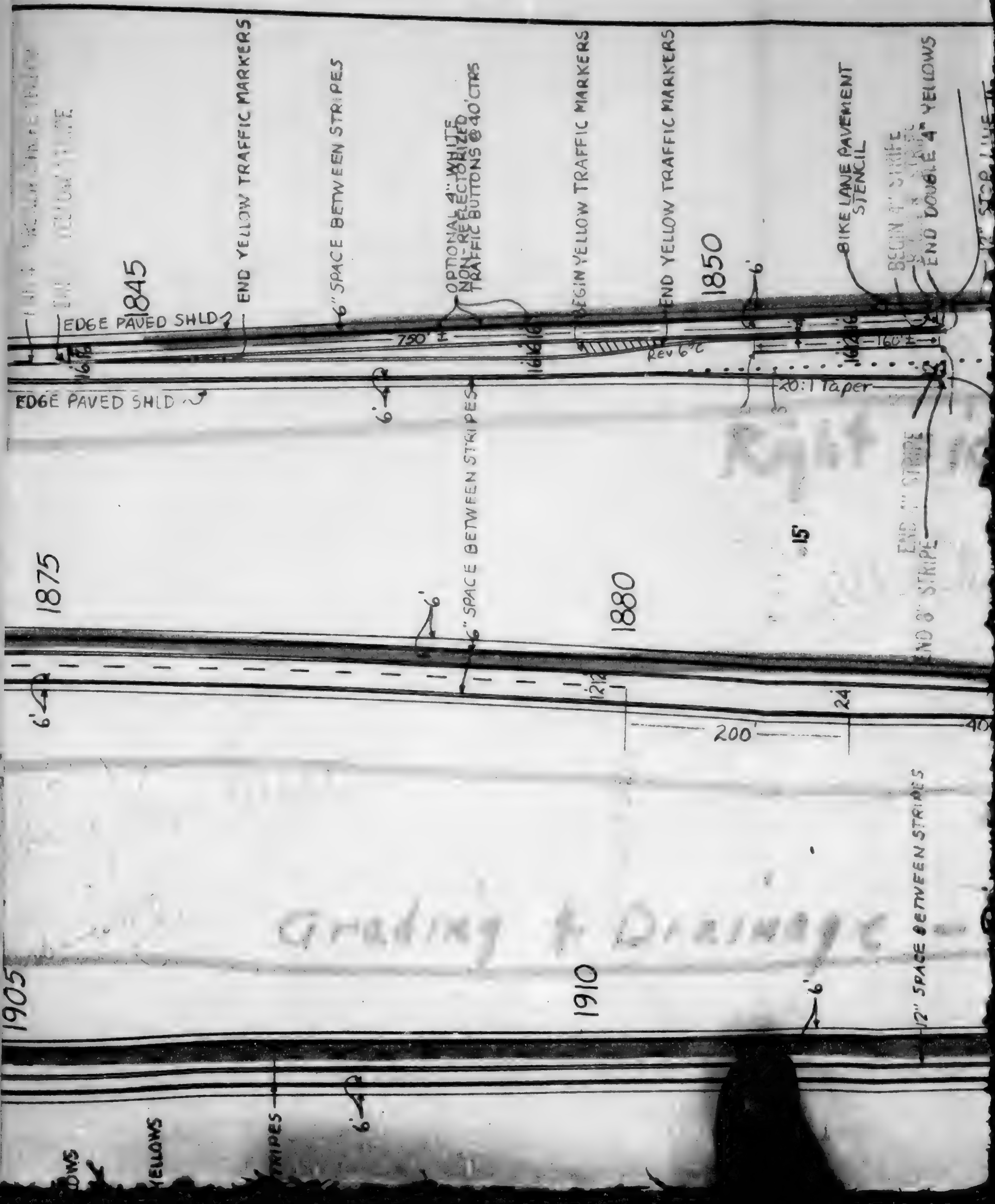
MEDIAN ISLANDS FORMED BY PAINTED MARKINGS ONLY ARE OUTLINED IN DOUBLE YELLOW; TWO 4" YELLOWS WITH A 4" NOMINAL SPACE

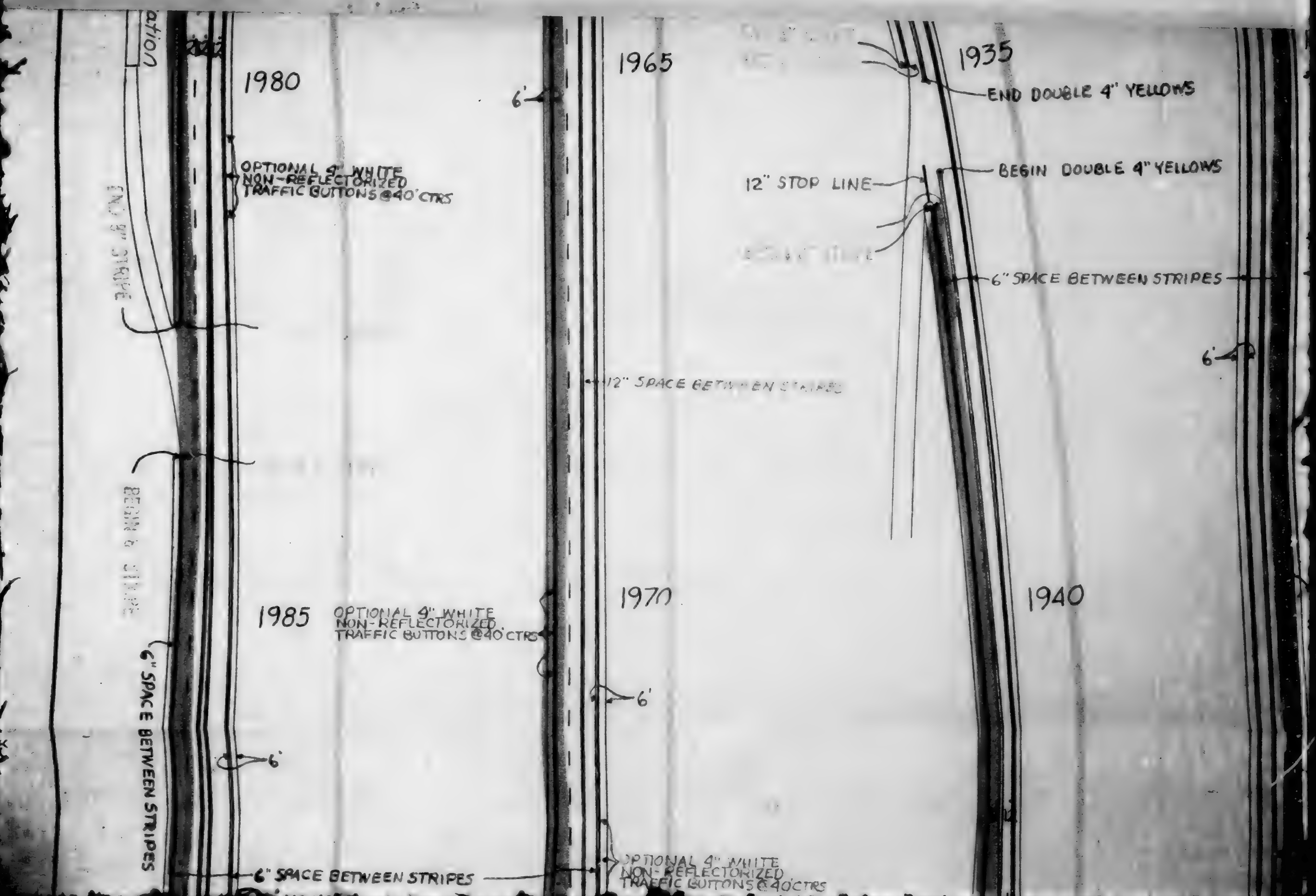
SEE BIKEWAY SIGNING PLAN FOR DETAILS OF BIKEWAY PAVEMENT STENCILS

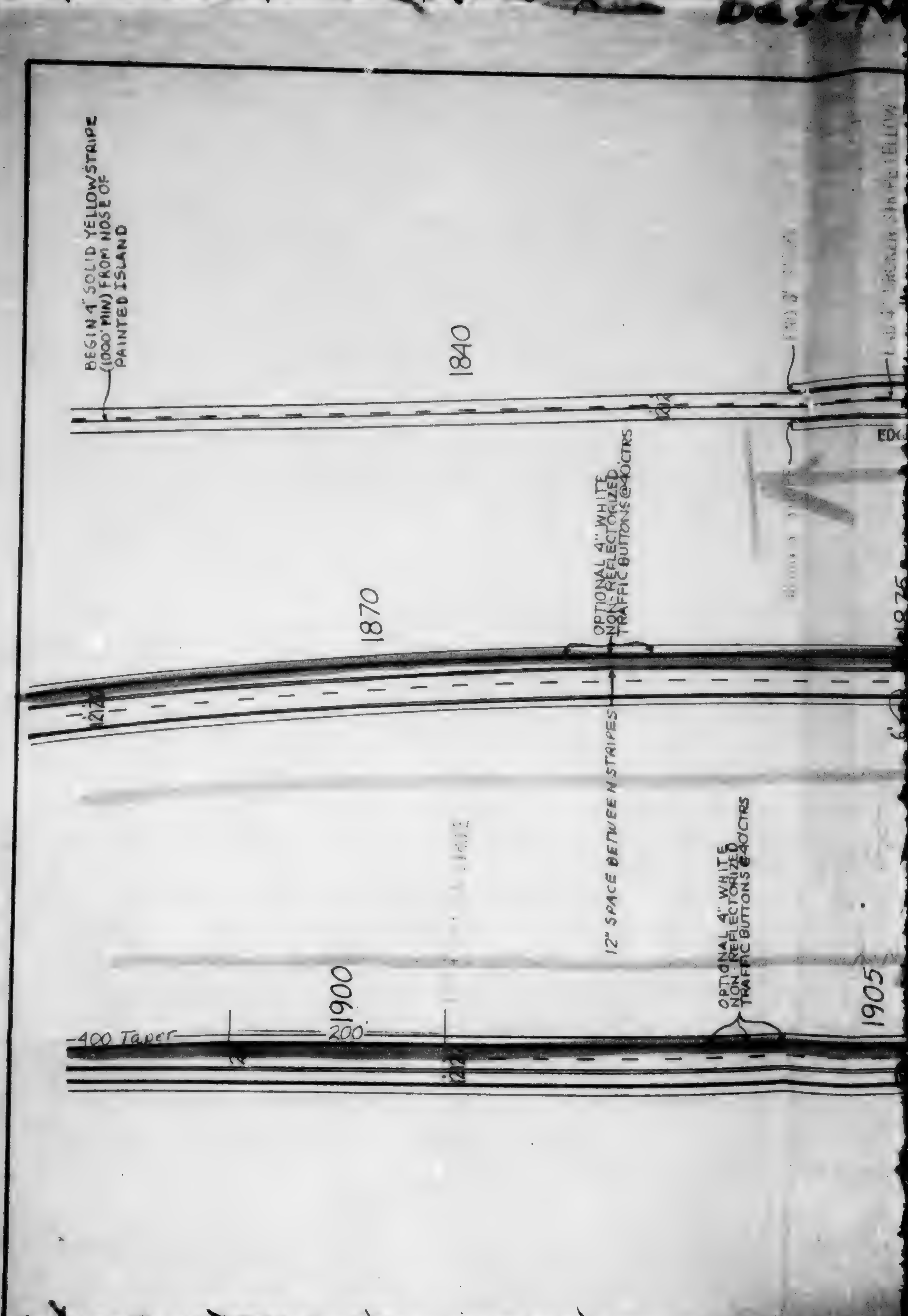

BIKE LANE PAVEMENT STENCIL
END DOUBLE 4" YELLOWS
12" STOP LINE
15' CTRS.
1855
BEGIN YELLOW TRAFFIC MARKERS
END YELLOW TRAFFIC MARKERS
BEGIN YELLOW TRAFFIC MARKERS
20:1 Taper
160'±
Rev 6°C
750'±
6'
20:1 Taper
@15' CTRS.
BIKE LANE PAVEMENT STENCIL
LINN RD.
12" STOP LINE
BEGIN DOUBLE 4" YELLOWS
BEGIN 8" STRIPE
BIKE LANE PAVEMENT STENCIL
1885
BEGIN 8" STRIPE
NICHOLAS YOUNG RD.
12" STOP LINE
BEGIN 8' STRIPE
4" x 6" PLASTIC MARKERS
@15' CTRS.
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @40' CTRS
1890
24
400 Taper
6'
END DOUBLE 4" YELLOWS
END 4" STRIPE
12" STOP LINE
BEGIN DOUBLE 4" YELLOWS
BEGIN 8" STRIPE
BEGIN 4" STRIPE
12" STOP LINE
8" STRIPE
8" STRIPE
1915
ALTA VISTA DRIVE
1920
6'
12" SPACE BETWEEN STRIPES
PAVEMENT STENCIL
DOUBLE 4" YELLOWS
DOUBLE 4" YELLOWS
1945

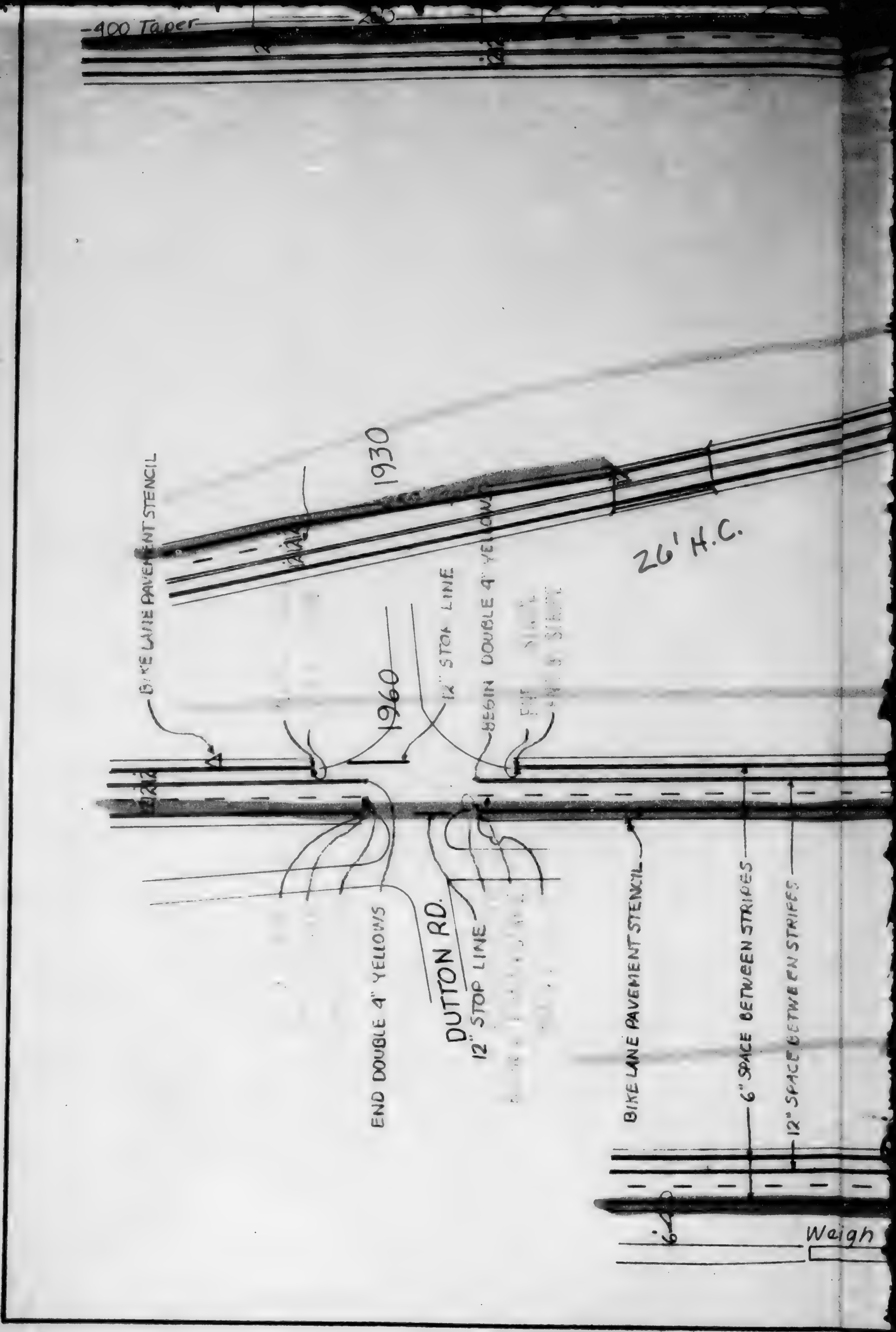

12'
BIKE LANE PAVEMENT STENCIL
END DOUBLE 4" YELLOWS
BEGIN DOUBLE 4" YELLOWS
1945
1950
6'
250' Taper
6'
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @ 40' CTRS
1975
250' Taper
4" x 8" PLASTIC MARKERS @ 15' CTRS.
BIKE LANE PAVEMENT STENCIL
6" SPACE BETWEEN STRIPES
1990
6'
EDGE PAVED SHLD
MATCH EXISTING STRIPING
BETWEEN STRIPES
6'
EDGE PAVED SHLD
END 8

lift AC completed


END YELLOW TRAFFIC MARKERS
6" SPACE BETWEEN STRIPES
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @ 40' CTRS
BEGIN YELLOW TRAFFIC MARKERS
END YELLOW TRAFFIC MARKERS
BIKE LANE PAVEMENT STENCIL
BEGIN 4" STRIPE
END DOUBLE 4" YELLOWS
12" STOP LINE
1845
1850
EDGE PAVED SHLD
EDGE PAVED SHLD
750' ±
160' ±
Rev 6'C
20:1 Taper
6'
6'
6'
15'
Right
END 4" STRIPE
END 8" STRIPE
1875
1880
6" SPACE BETWEEN STRIPES
6'
6'
12
24
40
200'
Grading + Drainage
1905
1910
12" SPACE BETWEEN STRIPES
6'
6'
YELLOWS
STRIPES


ation
1980
1985
1965
1970
1935
1940
6'
6'
6'
6'
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @40' CTRS
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @40' CTRS
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @40' CTRS
END 9" STRIPE
BEGIN 6" STRIPE
6" SPACE BETWEEN STRIPES
6" SPACE BETWEEN STRIPES
12" SPACE BETWEEN STRIPES
END DOUBLE 4" YELLOWS
BEGIN DOUBLE 4" YELLOWS
12" STOP LINE
6" SPACE BETWEEN STRIPES
12


BEGIN 4" SOLID YELLOW STRIPE (1000' MIN) FROM NOSE OF PAINTED ISLAND
1840
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @ 40' CTRS
1870
12" SPACE BETWEEN STRIPES
OPTIONAL 4" WHITE NON-REFLECTORIZED TRAFFIC BUTTONS @ 40' CTRS
1900
1905
400' Taper
200'
12' 12'
EDG



400 Taper
200
1930
BIKE LANE PAVEMENT STENCIL
26' H.C.
12" STOP LINE
BEGIN DOUBLE 4" YELLOWS
1960
END DOUBLE 4" YELLOWS
DUTTON RD.
12" STOP LINE
BIKE LANE PAVEMENT STENCIL
6" SPACE BETWEEN STRIPES
12" SPACE BETWEEN STRIPES
6
Weigh

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 17, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway

TO: MEMORANDUM TO THE FILES

On September 17, 1976, between 12:30 and 1:00 I called Senator Hannon in Medford to discuss Mr. D. E. Tejcka's letter regarding the White City-Linn Road Project on the Crater Lake Highway. I explained the passing lane/climbing lane proposal that was being constructed and explained to him we had had excellent reports on this type of operation.

Senator Hannon asked if there were any plans to widen the structures on this section. The answer was not at this time.

Senator Hannon stated, "He shared Mr. Tejcka's views and concerns for the design of this section of the Crater Lake Highway. He thought that the planning, design and construction of this project was a very serious error. He thought that if the citizens had known what the Highway Division was proposing to build, that there would have been a huge outcry in opposition to the design and construction of this project. He thought that this was a blatant disregard of the public interest by the Highway Division. He thought that it was a totally irresponsible use of public funds by the Highway Division at a time when they were asking for a 1¢ gas tax increase."

Senator Hannon was very reasonable to talk to but very positive. He asked to have Mr. Coulter give him a personal call upon Mr. Coulter's return.

JHV:jh
cc: H. S. Coulter

8344

22

Salem, Oregon
September 20, 1976

aDOlson

A. D. Olson
Preliminary Design Engineer

H. S. Coulter
State Highway Engineer

White City-Linn Road Section
Crater Lake Highway
Jackson County

Due to the recent complaints about the design of the subject project we have prepared rough estimates for two possible alternate proposals.

1. We could construct a 40' wide two lane highway on the northerly portion, utilize the existing structure, provide a left turn refuge at Linn Road and the climbing lane at the south end. This would cost about $100,000 less than the original proposal.
2. We could construct a minimum 68' wide four lane highway, replace the structures and provide a left turn refuge at Linn Road. This would cost about $2,500,000, and require some right of way in one area.

ADO:jh

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

In addition to the above projects, the committee was very concerned regarding three projects that require additional study and engineering, and therefore could not qualify for the required five-year time frame for bond funding.

1. Redwood Highway, third bridge crossing
2. Highway 238 (Jacksonville), Medford to Oak Grove Road
3. Barnett Road and Interstate 5 interchange and crossing -- widening of present structure.

The selection of these priorities was a two-step process. Initial study had been done by a highway advisory committee to the Medford Chamber of Commerce which consisted of representatives from the Oregon State Highway Department, Jackson and Josephine Counties, and the cities of Medford, Central Point, Eagle Point, Phoenix, Talent, Cave Junction, Gold Hill, Grants Pass and Jacksonville. The second step of the process involved the COG's transportation advisory committee which included the chairman of the Chamber's committee, who provided their recommendations for consideration. The COG committee consisted of five persons broadly representative of the two-county area. They considered petitions and letters from affected areas in addition to the other recommendations.

We will be happy to answer any questions you may have concerning these priorities or the procedure used in establishing them.

Sincerely,

Charlotte Abernathy

Charlotte Abernathy
Executive Director

CA:dv

cc: News Media
Transportation Advisory Committee
George Thornton

Project Number	Highway	Section
15	Jacksonville	New Hope Road to Golf Course Road - Work: Grading and paving, structure. Estimated cost: $1,050,000 Replace minor structure, widening, and minor alignment changes. This is an extension of section scheduled for bid letting.
16	Jacksonville	Williams Creek to Provolt - Work: grading and paving, structure. Estimated cost: $1,000,000. Replace existing structure, widening, and minor alignment changes.
S2	Redwood	Selma - Work: Left-turn refuge. Estimated cost: $150,000
EP1	Crater Lake	Linn Road (PORTION OF STATE'S PROJECT #S1): Work: Left-turn refuge and deceleration lane. Estimated cost: $100,000
T1	Crater Lake	Lake of the Woods Highway (140) - Work: Signal (3-Ph. Act). Estimated cost: $3,400
P1	Rogue Valley	Fern Valley Road - Work: Signal. Estimated cost: (NOT ON STATE'S ORIGINAL LIST)
J1	Jacksonville	Williams Creek to Golf Course Road - Work: Widening and alignment change. Estimated cost: (NOT ON STATE'S ORIGINAL LIST)
14	Rogue River Loop	Robertson Bridge - Work: New structure and new alignment. Estimated cost: $690,000. Approximately one quarter mile grading on each side.
13	Rogue Valley	Medford to Talent - Work: Grading and paving; left-turn refuges. Estimated cost: $600,000.
6	Green Springs	Siskiyou Boulevard to Park Street - Work: Grading and paving (4 lanes). Estimated cost: $500,000.
19	Jacksonville	Highway bypass - Work: Grading and paving. Estimated cost: $2,500,000
T2-T11 T13-T15		Traffic signal projects to be selected on the basis of need. Estimated cost: $1,000,000
S1	Crater Lake	Medford to Reese Creek - Work: Passing lanes. Estimated cost: $1,000,000 (out of state's estimated $3,000,000).

rogue valley council of governments

33 N. Central, Room 310
Medford, Oregon 97501
Phone: 779-7555

2-1-74

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[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
STATE HWY ENGR
FEB 1 74
REFER TO
[illegible]
FOR
Info | Ans | R/D | D/R | Sign | Act | File

January 31, 1974

NOTED
E. S. HUNTER

2-6-74
CC Young
Shirley
~~[illegible]~~
Wolfe

RECEIVED
FEB 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY [illegible]

Mr. F. B. Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
FEB 7 1974
LOCATION
SECTION

Dear Mr. Klaboe:

The Council of Governments' board of directors at their January meeting, approved the following priorities for use of the highway bond funds in District Eight as recommended by its transportation advisory committee. The list is in two parts: the top three priorities are listed separately and were felt to deserve special consideration because of their critical nature; the other projects are listed without reference to priority.

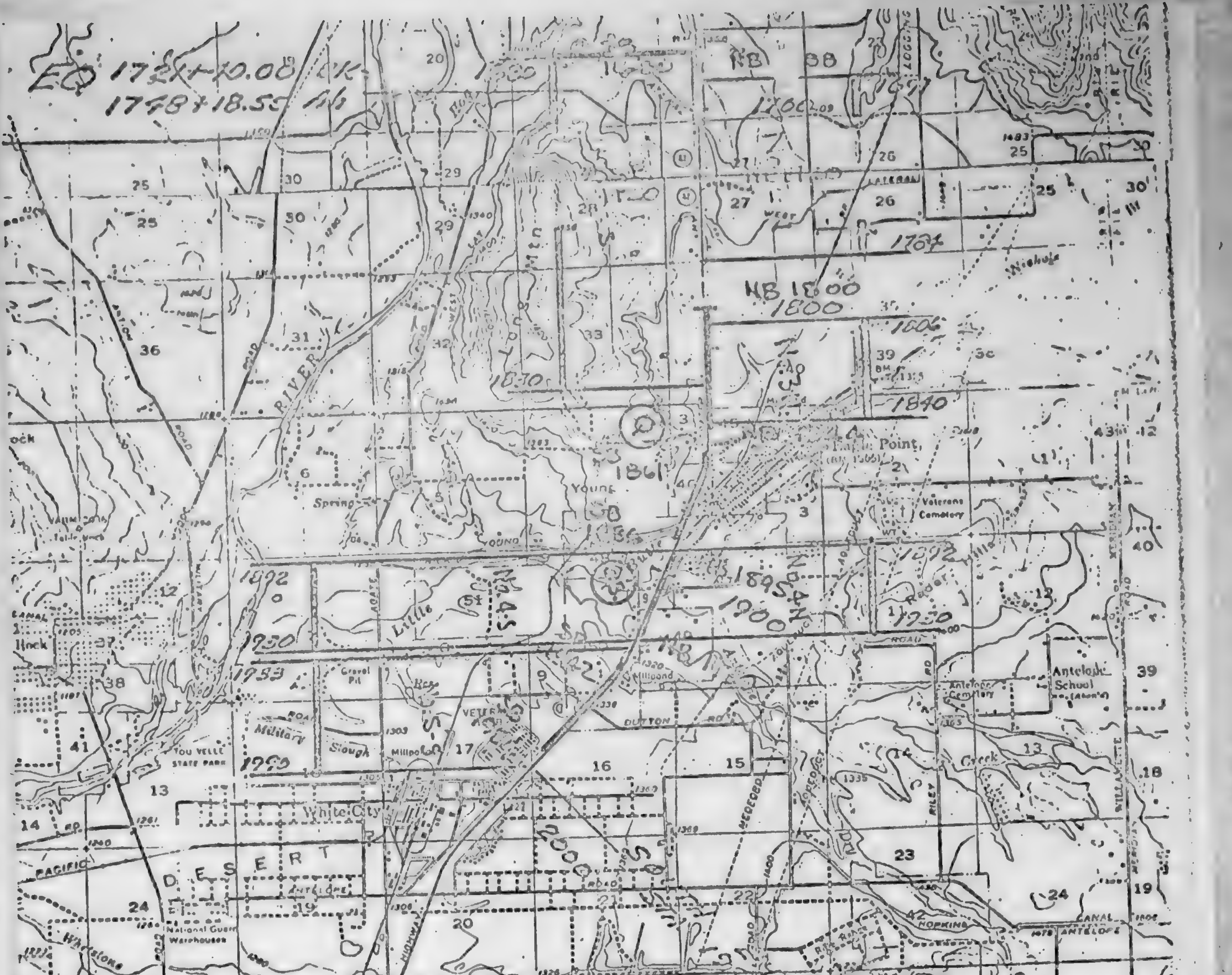
Project Number	Highway	Section
21	Redwood	Hayes Hill to Oregon State Line - Work consists of widening shoulders, providing passing lanes, and improving curve alignment. (NOT ON STATE'S ORIGINAL LIST)
T12	Rogue Valley	Rogue Valley Highway & Valley View Road Interchange - Work consists of providing a 2-Ph. Act signal light. Overall improvement of Valley View approach.
18	Jacksonville	Poorman Creek Bridge - Work consists of relocating highway alignment to remove curves and constructing a new bridge.

12	Rogue River	Redwood Interchange to Mt. Baldy - Work consists of grading and paving (4-lane passing bays). Estimated cost: $1,000,000. This is the connector between the proposed Mill Street Bridge and the Grants Pass Core Area. Work would involve construction of widening to four lanes and left-turn refuges to increase traffic flow in a presently congested area.

Tebeau - Wills

NOTED
G. C. WILLS

NOTED
W. H. TEBEAU


EQ 1724+70.08 A.K.
1778+18.55 Ah
NB
1700
1764
NB 18.00
1800
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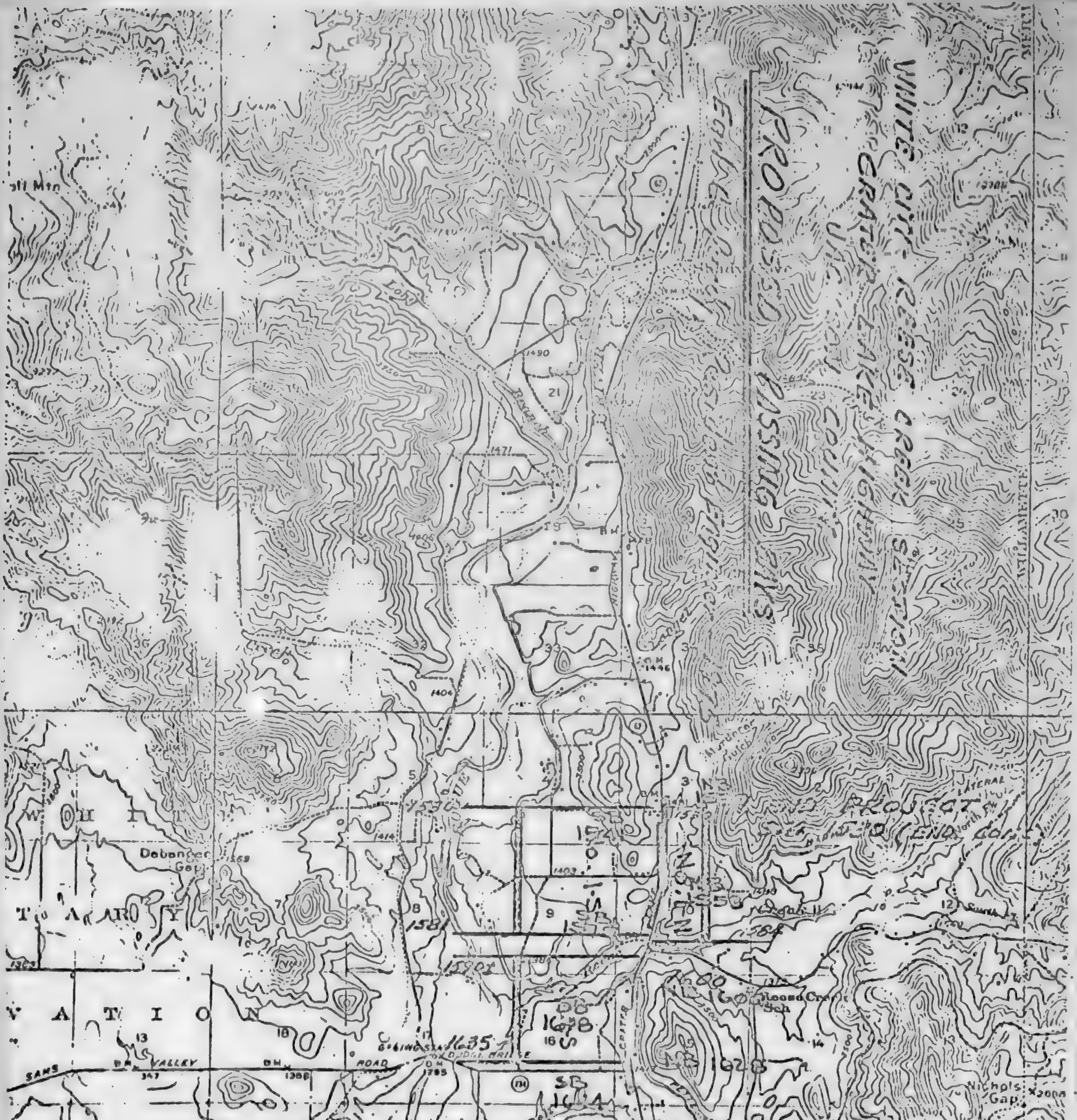
1840
1830
1861
1892
1895 AH
1900
1930
1933
1929
NB
River
Road
Eagle Point
Veterans Cemetery
Young
Spring
Little Butte
Military Slough
You Velle State Park
Gravel Pit
Millpond
Veterans
Dutton Rd
White City
Pacific
DESERT
Antelope
National Guard Warehouses
Highway
Railroad
Creek
Levee
Corey
Antelope Cemetery
Antelope School
Hopkins
Canal
Gregory
CAA Radio Range Sta
Four Corners
Midway
Coker Butte
Medford Airport
Central Point
Nichols
Willamette
Meridian
Riley
Hedford
Lateral
Rogue
Mtn


WHITE CITY - REESE CREEK SECTION
CRATER LAKE HIGHWAY
JACKSON COUNTY
PROPOSED PASSING BAYS
PROJECT
(END CONS
EQ 1721+10.08 BK.
1778+18.55 Ah
SB 1654
NB 1688
NB 1800
1700
1720
1764
1628
1635
1581
1584
1556
1600
1620
SAMS VALLEY ROAD
Dobbenger Gap
Nichols Gap
Bloomd Creek Sch.
LATERAL
LOGGING
W H I
T A A R Y
V A T I O N

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment only

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

ADDITIONAL OBSERVATIONS:

Coordination has been made with Jackson County Planning Commission (land use, zoning). Preliminary contacts have also been made with the Department of Geology and Mineral Industries and the Wildlife Commission for material sources.

6. Preliminary Identification of Areas of Critical Environmental Concern:

Possible removal of surfacing materials from Little Butte Creek. If such materials are used, timing and method of removal, among other details, will be important.

7. Potential for Controversial Issues:

Construction of a limited length of a 4-lane facility Vs. interim passing bays, as proposed (may also be seen as defacto 4-laning).

Some disruption to travelers and abutting properties, but largely temporary.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None.

   Consequences:

2. Estimated Changes in Traffic Patterns: No change in general traffic patterns, but greater mobility and safety are anticipated. This project is not expected to generate additional traffic.

   Consequences: ---

3. Estimated Changes in Land Use: None.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: None of consequence except for possible temporary deterioration of water quality around state-controlled gravel bars on Little Butte Creek--depending upon material sources chosen and how they are used. Division of State Lands or Geology and Mineral Industries regulations will be in effect.
   Consequences:

   No long-term consequences are anticipated. Short-term adverse effects may be felt by local aquatic and terrestrial biota.

5. Expected Adverse Effects on Cultural and Scenic Resources: Since the proposal will move vehicles 12-16 feet closer to some nearby residences and commercial buildings (about 3/4 of them the latter), there will be an absolute though non-significant noise impact. Other effects are not anticipated.

   Consequences: Setbacks are variable. With but one exception (that being distant as well), there are no blocks. However, while vehicles are moved closer to a few abutting buildings, in no case is the change in distance equal to even half the present setback. Hence, any noise impacts should be <3dBA and thus perceptibly insignificant.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Flat to undulating alluvial bottomland and alluvial benches characterize the area, with some steeper terrain toward Reese Creek. Soils and substrate consist of Quaternary gravels and Quaternary alluvium: Clay, silt, sand and gravel. The southern end of the project section is generally open with only some low ground cover for vegetation. Further north there are some scattered clumps of oak, pine and willow with occasional ash and cedar. A dispersed lower layer of vegetation is provided by blackberries, thistles and cattails--the latter found in damp areas or standing water along the roadway, suggesting a high local water table. Several drainage traces traverse the project section, including Little Butte Creek, Antelope Creek, Reese Creek and a number of unnamed drainage and irrigation ditches.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Most existing right-of-way is on the order of 100-120 feet wide. Abutting the right-of-way boundary, however, is scattered but fairly substantial roadside commercial and residential development. Potential conflict is also likely with facilities of PP&L, United Telephone Company of the Northwest, California Pacific Utilities (natural gas), Rogue River Valley Irrigation District, Eagle Point Irrigation District and the City of Eagle Point (also irrigation). Adjustments will have to be made to or for: mailboxes, fences, drainage and irrigation ditches, culvert extensions, poles and guy wires, underground cable, access road connections and the Highway 34 Junction. All major roadway structures have been avoided.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A; project located such that no additional right-of-way is required.

Typical Section Passing bay, one side; two 12-foot travel lanes with a four-foot shoulder.

Structures No major structure actually involved.

Characteristics (ADT) 5,010 (1974), 7,515 projected for 1984 with or without proposed project; 16.1 percent heavy vehicles; posted 55 MPH.

Other General Information (or Supplemental information to items) Waste material will be disposed within existing right-of-way. Materials for the job will be provided by commercial sources and/or state-controlled gravel bars on Little Butte Creek (this will require subsequent elaboration).

Passing bays are envisioned as an interim relief measure to the eventual construction of a four-lane section.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing alignment will be used; hence, alternatives are limited to:

1) Status quo (no build) and

2) Variations in specific design elements.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type __________ Tentative Date(s) __________

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 31, 1975

A. PROJECT IDENTIFICATION

Name of Project White City-Reese Creek (Section)

Location of Project Crater Lake Highway (Highway Name) State Route 62 (Highway No., US - ORE)

North of Medford (City) Jackson (County) III (Region)

Program HH, FA, Bond (Funding) $1,708,600 (Estimated Cost) 15-1304 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide intermittent (up to 10 proposed) north and southbound passing bays which will relieve congestion and passing hazards along this section. Safety work, guardrail, standardization of exits and approaches, etc., will also be a part of the project.

Origin and History: The existing facility has two 11-foot lanes with P.C.C. pavement surfacing and four-foot asphalt or gravel shoulders. This section was built in 1946.

C. DESCRIPTION OF PROJECT

Length 7.97 miles

Termini M.P. 15.62 (1 mile north of Butte Falls Jct.) is the northern terminus; M.P. 7.65 (north end of existing four-lane section) is the southern terminus.

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

[illegible]

ENV 2-1

April 18, 1975
Salem, Oregon 97310

Gary A. Potter, Manager
Environmental Section

L. W. Rulien
Project Management Engineer

White City-Reese Creek
Crater Lake Highway
Jackson County

Attached is an environmental assessment containing recommended EIS work for the Environmental Section on the subject project.

GAP:sz

Attachments (4)

cc: R. L. Schroeder
Alfred Shirley, Jr.
Eb Engelmann w/attach

bc: George Ramjoue' w/attach
Newt Andrus w/attach
Linda Hewitt w/attach
Bill Kappus-FHWA

Sir: to me this whole situation stinks with the smell of a little watergate right here in our state of Oregon.

I realize I am just a small fish but man you have me hooked as a taxpayer and a traveler on this poor road and I am going to jump and flip my tail until you can come up with some reason for this rip off, of money and future lives, one of which may be mine.

D. E. Tejcka

D. E. Tejcka

COPYs to

H. Scott Coulter
E. D. Potts
L. Hannon
B. Morris
C. Mitchell
A. Densmore

September 8, 1976
D. E. Tejcka
6273 Butte Falls Hwy
Eagle Point Oregon 97524

Governor R. Straub
State Capital Bldg
Salem Oregon

Dear Sir:

I am a resident of the southern Oregon area and I travel highway 62 to and from my home to Medford Oregon.

You have a highway project going on down here in the Medford area that is the worst piece of highway construction I have ever seen in my whole life. It is not only a rip off of the tax payers money but you are purposefully building a highway death trap. Any qualified engineer would never in his life dream up this hodge podge messed up highway that is being constructed. I will predict that within 1 to 5 years there will be so many deaths caused by this ill designed, ill planned and outrageous section of highway that it will have to be done over the proper way at the taxpayers expense , of course.

Good lord, man they quit building 3 lane highways 40 years ago because they were death traps. This one is even worse because in between these 3 lane strips you have two, I repeat two- 2 lane bridges.

How anybody can go from a four lane highway at White City to a 3 lane going down a hill and around a curve to a two lane bridge then pick up your 3 lanes again until you come to another 2 lane bridge then back to a 3 lanes right at a main intersection onto this highway, then continue on to another intersection with 3 lanes and left turn lane,then BAM you are on a two lane highway again.

Sir, this stinks to high heaven. Especially since this same highway will equal the only other major highway in this area which is I-5 for traffic volume.

It seems damn funny that from Salem or Eugene north we can have 6-8-OR-10 lane freeways and 4-6 lanes on other roads to serve the population up there but we in Southern Oregon get the shaft. I know all about your highway money woes. I read about them enough in the papers. I maintain that it would have been better and a hell of a lot safer to leave this highway alone as a two lane road until it could get the morally right engineering and construction job done on it.

I will make a wager there is not a qualified engineer in the world who can take your set of plans and look at them and say that is the proper and safe way to build this highway.

D. E. Tejcka
6273 Butte Falls Hwy
Eagle Point Oregon 97524

H. Scott Coulter
Division of Highways
State Capitol
Salem Oregon

Dear Sir:

I am sending you a copy of my letter to Governor Straub. I feel you as head of the highway division should know of this situation already, but if not you are so informed of it now.

I would appreciate an answer from you explaining the how and the why such a situation has come into being.

Thank You

D. E. Tejcka

D. E. Tejcka

RECEIVED
STATE HWY ENGR

SEP 13 '76

REFER TO
Versteeg

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

September 14, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway

TO: H. S. Coulter
State Highway Engineer

The White City-Linn Road Section was a 2.8 mile bond project and was approved by the local COG. The project consisted of a left turn refuge at Linn Road, a passing lane 2,500' long for southbound traffic between Linn Road and Nick Young Road, a passing lane 3,500' long for northbound traffic between Antelope Creek and the old Crater Lake Highway, a truck climbing and passing lane 5,000' long for southbound traffic between Station 1944 and Station 1991 and the beginning of a four lane section near White City.

The existing PCC pavement is to be patched, shoulder areas reconstructed and both overlayed with a 1-1/2" concrete wearing course. Improved safety features include guardrail protection at all bridge ends, improved intersection designs at Young Road, old Crater Lake Highway, Alta Vista and Dutton Roads.

This section of the Crater Lake Highway carries a mix of traffic with heavy trucks and recreational vehicles having a significant effect on traffic flows. Our accident and capacity experience with passing lanes, climbing lanes and left turn refuges have all been favorable. This project, when completed, will reduce congestion, improve traffic flows and should reduce the accident rate on this section of the Crater Lake Highway.

Bill Maude, Resident Engineer in Medford, discussed this project at some length with Mr. Tejcka on September 8, 1976. Mr. Tejcka was not satisfied with Bill's explanation and requested information on who he could contact to stop the project as presently designed.

JHV:jh

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 15, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Passing Lane
White City-Linn Road Section
Crater Lake Highway
Jackson County

We have taken a look at the plans of the highway project which Mr. Tejcka is concerned about, and we don't believe that there is a basis for his fears. The project involves several standard passing bays of the type which have been constructed in many places throughout the State. They appear to operate satisfactorily, and have not resulted in any safety problems.

The hazardous three-lane highways which Mr. Tejcka refers to were of a type where the middle lane could be used for passing by both directions of traffic. The passing bays on the White City-Linn Road Section are not of this type.

Kipp Osborn, Region Traffic Engineer, is going to check the project in the field to be sure that it is properly signed and striped, although the project is not yet completed. We do not foresee any safety problems with the project as it is designed.

George

L. E. George
Traffic Engineer

TL:rj

cc: Alfred Shirley, Jr.

1 Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 17, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway

TO: MEMORANDUM TO THE FILES

On September 17, 1976, between 12:30 and 1:00 I called Senator Hannon in Medford to discuss Mr. D. E. Tejcka's letter regarding the White City-Linn Road Project on the Crater Lake Highway. I explained the passing lane/climbing lane proposal that was being constructed and explained to him we had had excellent reports on this type of operation.

Senator Hannon asked if there were any plans to widen the structures on this section. The answer was not at this time.

Senator Hannon stated, "He shared Mr. Tejcka's views and concerns for the design of this section of the Crater Lake Highway. He thought that the planning, design and construction of this project was a very serious error. He thought that if the citizens had known what the Highway Division was proposing to build, that there would have been a huge outcry in opposition to the design and construction of this project. He thought that this was a blatant disregard of the public interest by the Highway Division. He thought that it was a totally irresponsible use of public funds by the Highway Division at a time when they were asking for a 1¢ gas tax increase."

Senator Hannon was very reasonable to talk to but very positive. He asked to have Mr. Coulter give him a personal call upon Mr. Coulter's return.

JHV:jh
cc: H. S. Coulter

NOTED
R. L. SCHROEDER

September 18, 1976

Mr. D.E. Tejcka
6273 Butte Falls Hwy
Eagle Point, Oregon 97524

Dear Mr. Tejcka:

Thank you for your letter of September 8, 1976 concerning the plans and construction on Hwy 62. You are absolutley right, and I have been in touch with Mr. H. Scott Coulter to let him know of my complete dissatisfaction with the above mentioned project.

As I have travelled along highway 62 since this construction and have observed, I feel that the Highway Department has done a complete disservice to the citizens of the State of Oregon by plannig and constructing such a potential death trap.

Be assured that I will not let this matter rest until proper adjustments have been made to safeguard the motorists who travel highway 62.

Thank you again for your letter and I will keep you informed of any happenings.

Sincerely,

LLH/dh

Lenn L. Hannon

cc: Governor Straub
Sen. Potts
Rep. Morris
Rep. Mitchell
Rep. Densmore
Mr. H. Scott Coulter

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 20, 1976

a D Olson

FROM: **A. D. Olson**
Preliminary Design Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway
Jackson County

Due to the recent complaints about the design of the subject project we have prepared rough estimates for two possible alternate proposals.

1. We could construct a 40' wide two lane highway on the northerly portion, utilize the existing structure, provide a left turn refuge at Linn Road and the climbing lane at the south end. This would cost about $100,000 less than the original proposal.

2. We could construct a minimum 68' wide four lane highway, replace the structures and provide a left turn refuge at Linn Road. This would cost about $2,500,000, and require some right of way in one area.

ADO:jh

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. D. E. T[illegible]cka
Page 3
September 22, 1976

We appreciate your interest and share your concern for highway safety. If we can be of any further assistance, do not hesitate to call me. As previously stated, this will be reviewed on the ground. You will be advised of the results.

Very truly yours,
ORIGINAL SIGNED BY H. S. COULTER

H. S. Coulter
State Highway Engineer

cc Hon. Robert W. Straub
Hon. E. D. Potts
Hon. Lenn L. Hannon
Hon. Brad Morris
Hon. Cleatis G. Mitchell
Hon. Al Densmore

bc Robert A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
Alfred Shirley, Jr.
Bill Maude

JHV:jh ia

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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SEP 23 1976
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Other

The project provides for passing lanes, a truck climbing lane and a left-turn refuge at Linn Road. In other areas of the state where truck climbing lanes and passing lanes have been constructed, traffic flows have improved, accidents have been reduced, and public comments have been favorable.

The existing two-lane highway could have been resurfaced as you suggested. This would not have increased the highway capacity, and congestion and accidents would still be a problem. By resurfacing and widening for climbing and passing lanes, as we are doing, the capacity of the highway will be increased, congestion will be reduced, and potential accidents will be prevented. Sufficient funds to widen this section to four lanes are not available. It is estimated that to construct a four-lane highway on this 2.8-mile section would have cost three to four times that of the present proposal.

Each of these alternates (two-lane overlay, two lanes with passing lanes and four lanes) were carefully considered when this highway project was being developed. Based on funding, traffic volumes and safety, the most reasonable alternate is the present resurfacing and passing lane project.

The I-5 freeway in the Ashland-Medford area has four lanes and carries between 14,000 and 18,000 cars and trucks each day. The section of I-5 between Eugene and Salem is also a four-lane freeway which carries a low of 16,500 vehicles to a high of 25,000 in both the Eugene and Salem areas. The freeway between Salem and Portland is a six-lane freeway which carries a low of 26,000 vehicles near Salem to a high of 40,000 approaching Portland. Based on these greater traffic volumes, the six-lane freeway between Salem and Portland appears to be justified. The section of ORE62 under construction currently has 7,000 to 8,000 vehicles per day.

As you suggested, perhaps our construction plans for this project are difficult to understand. The striping plans clearly show lane designation, turning movements and bicycle pathway locations. Copies of the striping plans have been sent to the Resident Engineer, Mr. William Maude, in Medford. You may wish to contact him at 776-6001. He will be happy to discuss these plans with you.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 22, 1976

Mr. D. E. Tejcka
6273 Butte Falls Highway
Eagle Point, OR 97524

Dear Mr. Tejcka:

Thank you for sending me a copy of your letter to Governor Straub concerning the Crater Lake Highway (ORE62) in Jackson County near Medford. This has been discussed with Senator Hannon who contacted me after receiving his copy of the same correspondence. We have agreed that this will be gone over on the ground to determine what changes, if any, might be appropriate on this project. These could be worked up this winter, ready for next construction season.

I agree that many of the three-lane highways which were built years ago had bad accident experiences and for that reason are no longer considered for rural construction. Those facilities provided one lane in each direction for normal traffic, and the middle lane was used for passing maneuvers in each direction. This greatly increased capacity and flexibility; however, failure of drivers to determine that the lane was unoccupied by opposing traffic for sufficient distance to make a passing maneuver had the obvious results.

At present the unfinished project on ORE62 may look as if it might be one of those "three lane highways," but I assure you there would be no doubt in anyone's mind if it is completed and striped as presently designed that, where the third lane would exist, it would be for slower moving traffic on the right of normal traffic and not a "no man's land" in the middle of the roadway. Double yellow stripes would separate the single lane in one direction from the two lanes in the other direction to further remove any doubt from a driver's mind as to whether he should attempt to pass.

RECEIVED
STATE HWY ENGR
OCT 26 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8344

22

Salem, Oregon
September 27, 1976

DNStoudenmeyer
Don N. Stoudenmeyer
Preliminary Design Supervisor

L. E. George
Traffic Engineer

Passing Lane Study
White City-Linn Road Section
Crater Lake Highway
Jackson County

In your study of the accident records of existing passing lane sections, please note the head-on collisions that occur as a result of drivers using the center lane like the old three lane sections.

This would seem to be the only true test as to the safety of such a facility and the possible need to revise the striping.

DNS:az

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SEP 27 1976
ROAD DESIGN SECTION

Versteeg
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Scott
Swenson
Savage
Trout

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Requires Approval ☐
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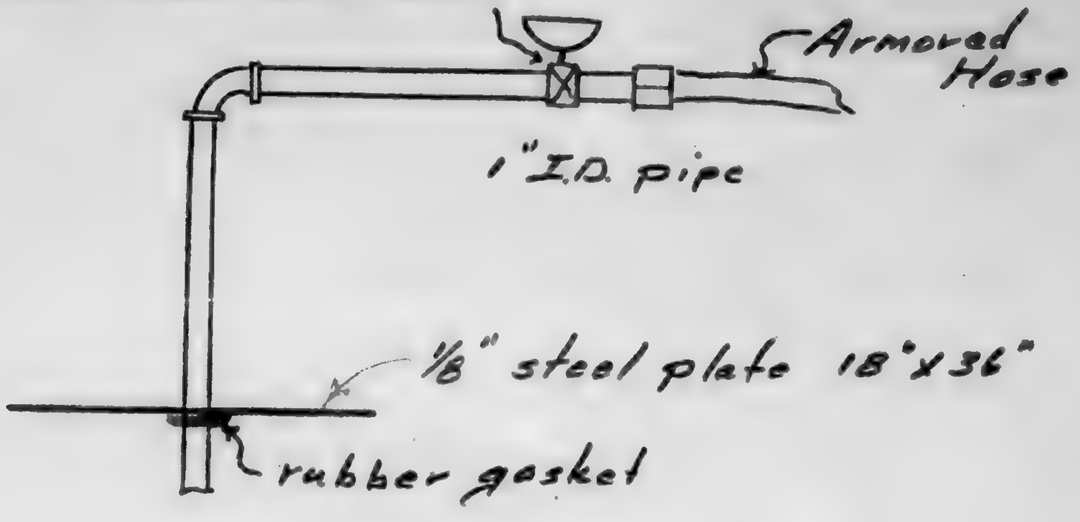
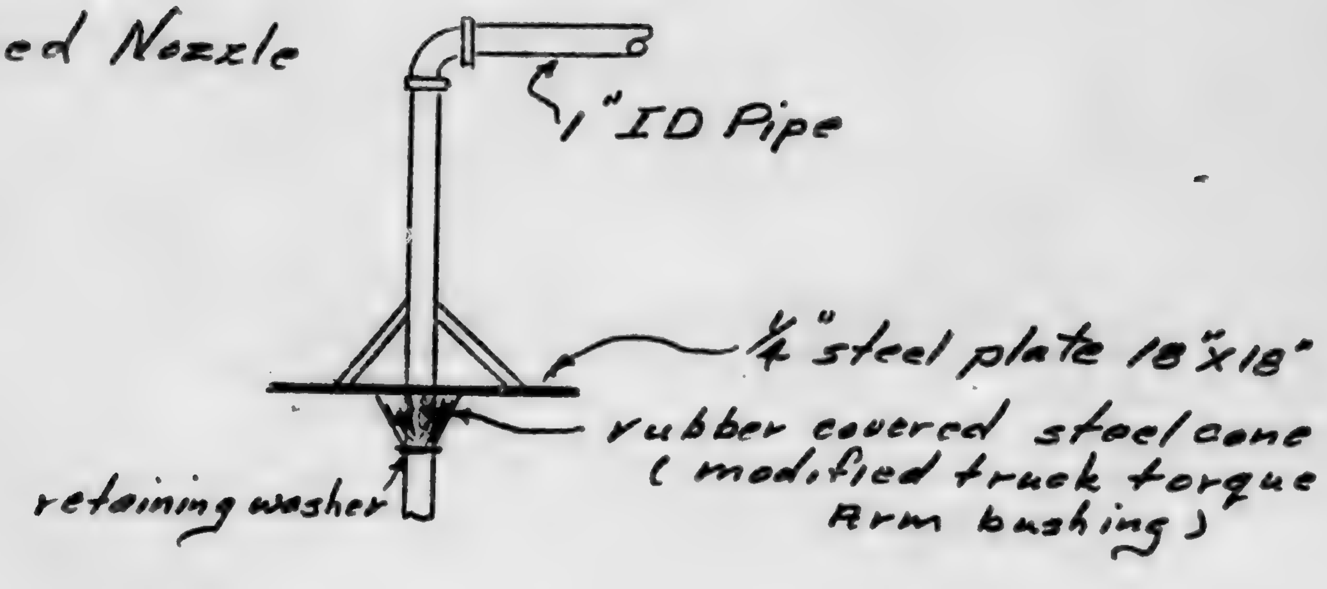
Bring Up ___/___
Other

Asphalt Underseal Nozzles.
White City - Linn Rd.

1st Nozzle


quick action ball valve
Armored Hose
1" I.D. pipe
1/8" steel plate 18"x36"
rubber gasket

Revised Nozzle


1" ID Pipe
1/4" steel plate 18"x18"
rubber covered steel cone (modified truck torque Arm bushing)
retaining washer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

DATE November 22, 1976

TO J.X.Wilson, Region Construction Engineer

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT Asphalt Underseal Procedures
White City-Linn Road
Contract 8344

1 Versteeg ✓
Olson
2 DM
3 Swenson

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At the beginning of the pumping of the underseal asphalt, the contractor built an assembly which was a 1" diameter pipe with a quick acting ball valve, a 90° elbow and about three more feet of 1" pipe forming the nozzle. About eight inches above the end of this pipe was an eighth inch steel plate about eighteen by thirty-six inches on which two men stood. Over the nozzle a neoprene "donut" was installed butting tight against the plate. This system worked for a few hours until the donut became caked with cooled asphalt. The life of this gasket was very short, being hours not days of life. By the end of the first day, it was apparent that the pressure was low and we were not getting adequate results as the seal at the nozzle was not being made consistently. A discussion with the subcontractor resulted in his manufacture of a rubber coated cone nozzle and the addition of a pressure guage installed between the valve and the nozzle. At this time the plate was removed and a new one-quarter inch plate was installed. With the new nozzle assembly, pressures of 50-60PSI are normal and lifting of the slabs must be guarded against.

Details of the two nozzle assemblies are attached and give clearer details than this report can.

WHM/sh

REFERRED TO

Beard
3 Cole WEC
4 Eriksen 7E
Hager
1 Sample
2 Watson
Read
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
NOV 23 1976

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ENV	FAE	RBI		

11-24-76

cc: J.H. Versteeg
C.J. Keasey
R.E.'s

Info. for future projects.

JXW

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 6, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway
Jackson County

TO: H. S. Coulter
State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
DR Sign Att File

The contract plans for this section of the Crater Lake Highway provide for passing bays, a truck climbing lane, shoulder reconstruction and an overlay of the PCC pavement. Based on our experience with passing bays and truck climbing lanes on similar facilities statewide this proposal will increase capacity, reduce congestion and reduce the accident rate. However, due to strong local opposition, we have reviewed the project to see what might be done to the maximum benefits while minimizing the risk of undesirable consequences.

The truck climbing lane southbound from Station 1942 to Station 1991 will provide capacity and safety benefits without unreasonable risks and should be constructed as planned.

The northbound passing lane between Station 1895 and Station 1931 is a reasonable design feature to increase capacity and enhance safety and should be constructed as planned. The Little Butte Creek structure at Station 1891 ought to be widened, but the Bridge Section says this is not practical due to the condition of the existing structure. They recommend a total new structure which would cost $300,000 and would provide width for a 4-lane section, plus bike paths. This expense does not appear to be justified when compared to our needs for funds statewide.

The short passing lane for southbound traffic between Linn Road and the Little Butte Creek structure is of minimal length and provides minimum passing opportunities. It is suggested that the opening of this short passing bay could be delayed until later when the need becomes more obvious.

The left turn refuge at Linn Road is of standard design and will safely handle turning movements while improving the capacity of the Crater Lake Highway to handle traffic. The benefits of this left turn refuge are substantial and should be constructed as planned.

A reassessment of this project does not indicate any significant improvements that can be made over the present design unless the Butte Creek structure is replaced. Our experience would indicate that this is not cost-effective in terms of our other statewide needs.

JHV:az

Job has been completed for all but
final lift of paving and stripped as per plans.—
Will observe over winter and see how it works.—
HSC

8344

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 13, 1976

M.C. Lininger & Sons, Inc.
P.O. Box 1145
Medford, OR 97501

Re: Contract 8344

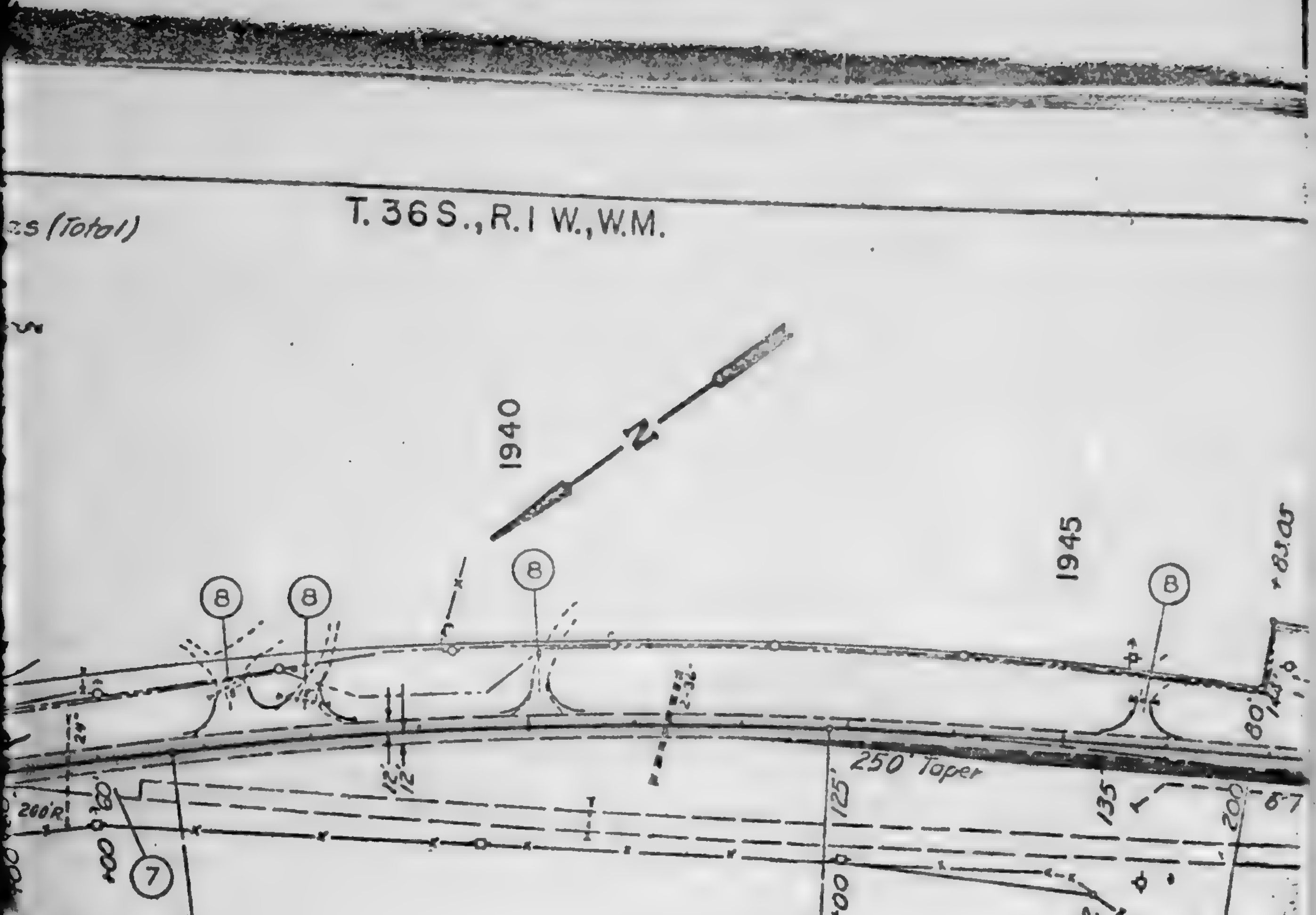
We received U.S. National Bank safekeeping receipt #145813 covering certificate of deposit 20-263813, $30,000. We will give you credit for $30,000 of retainage withheld on contract 8344.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

bc: C.W. Head
R. Church
C. Barrett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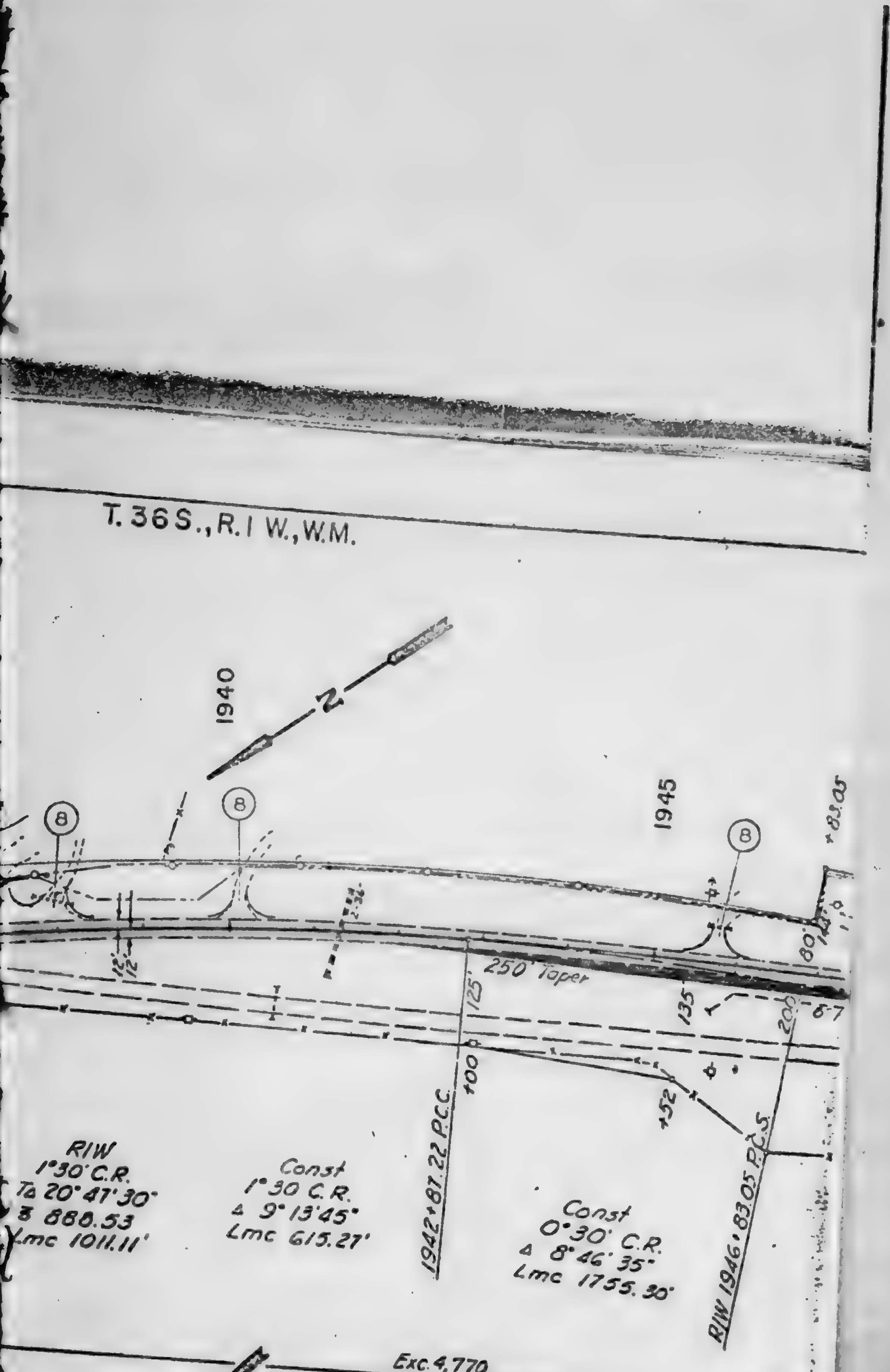
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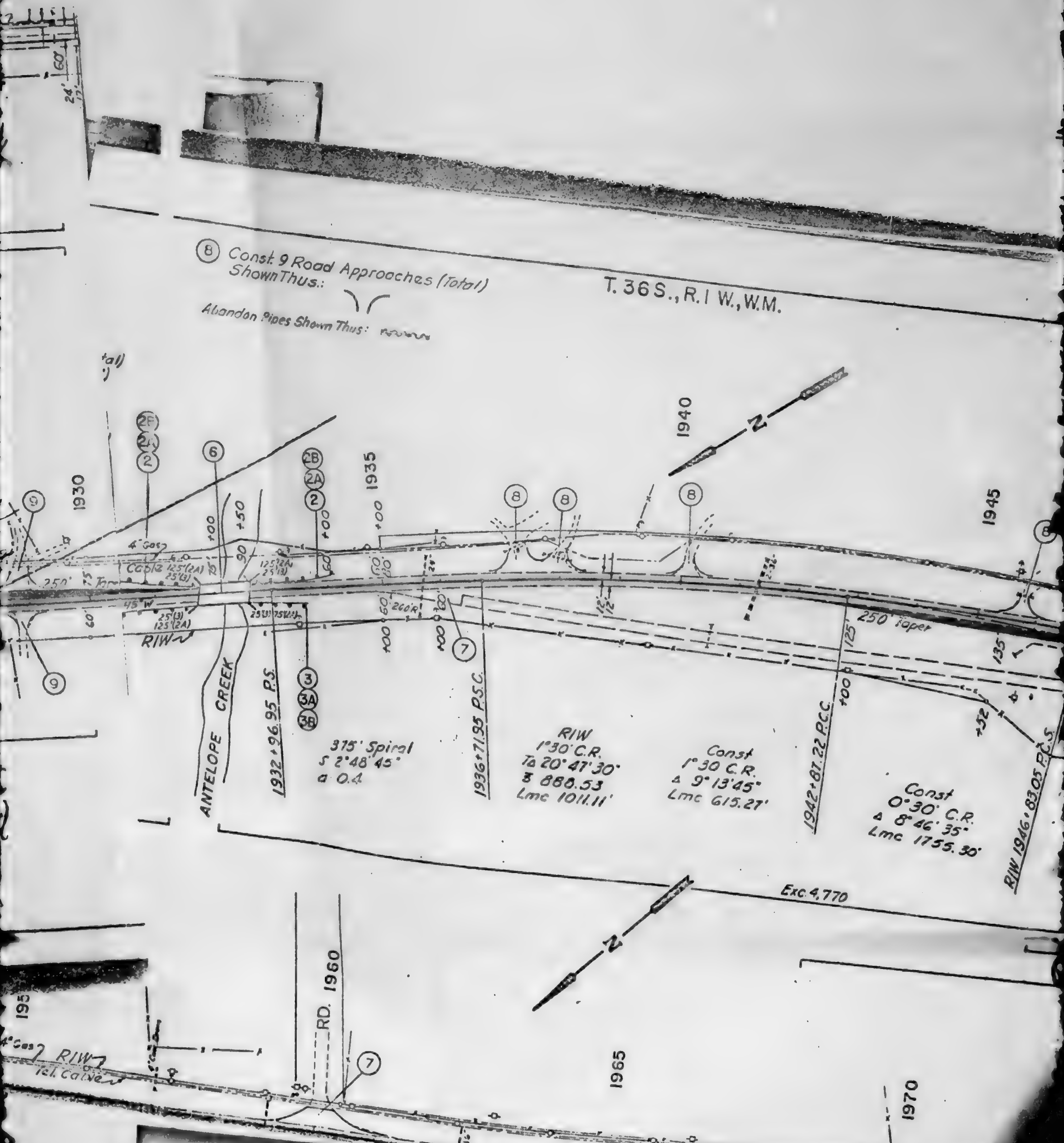
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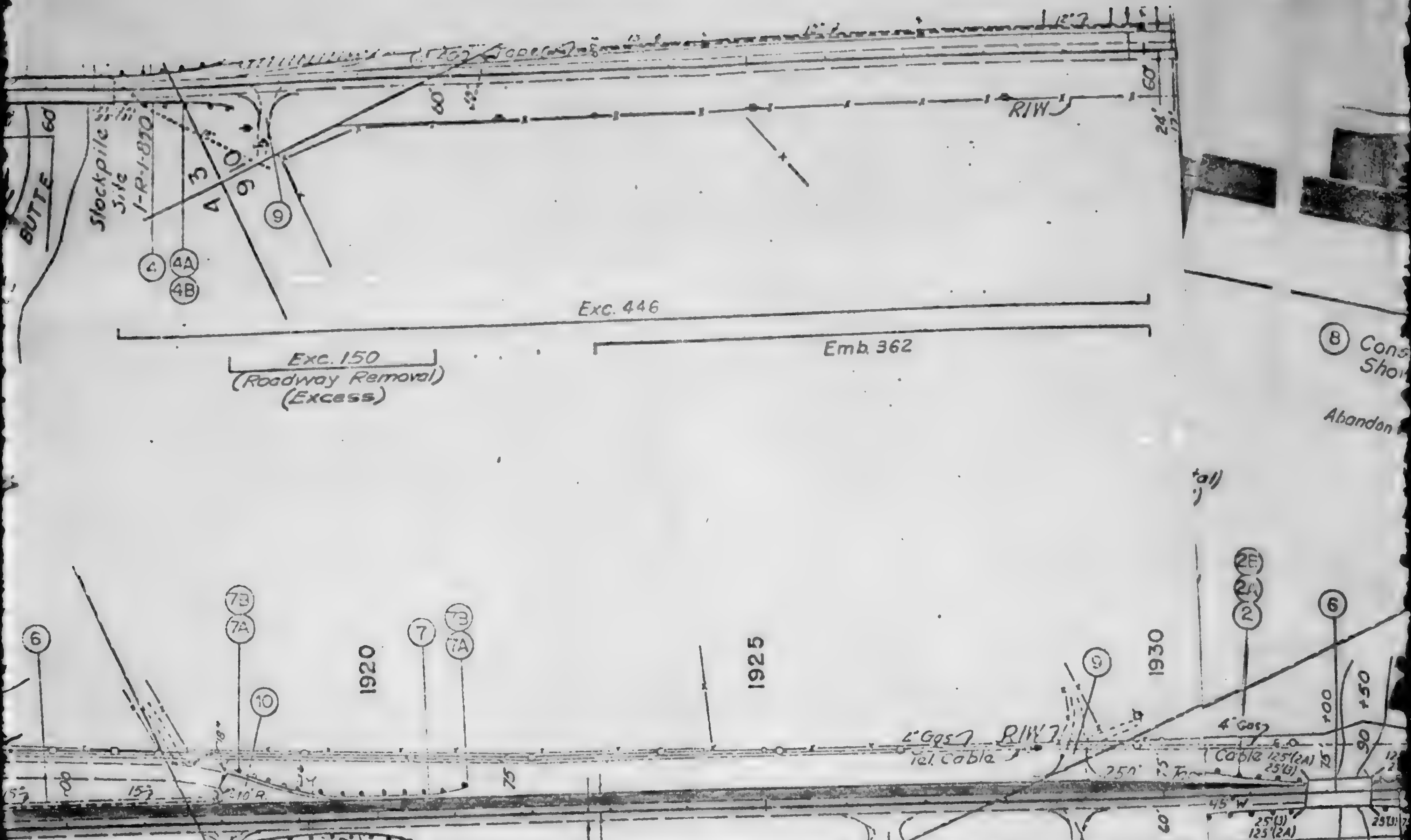
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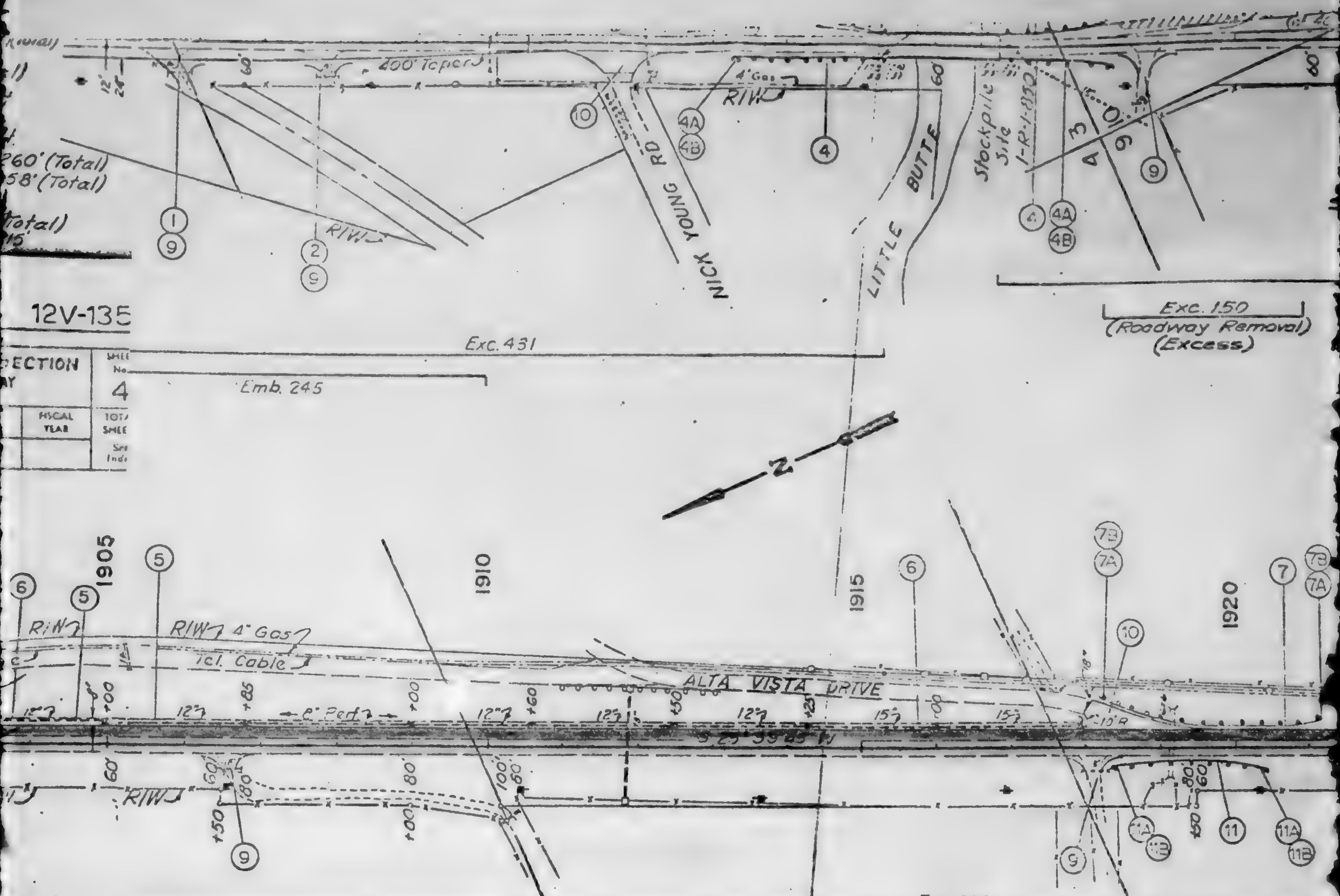
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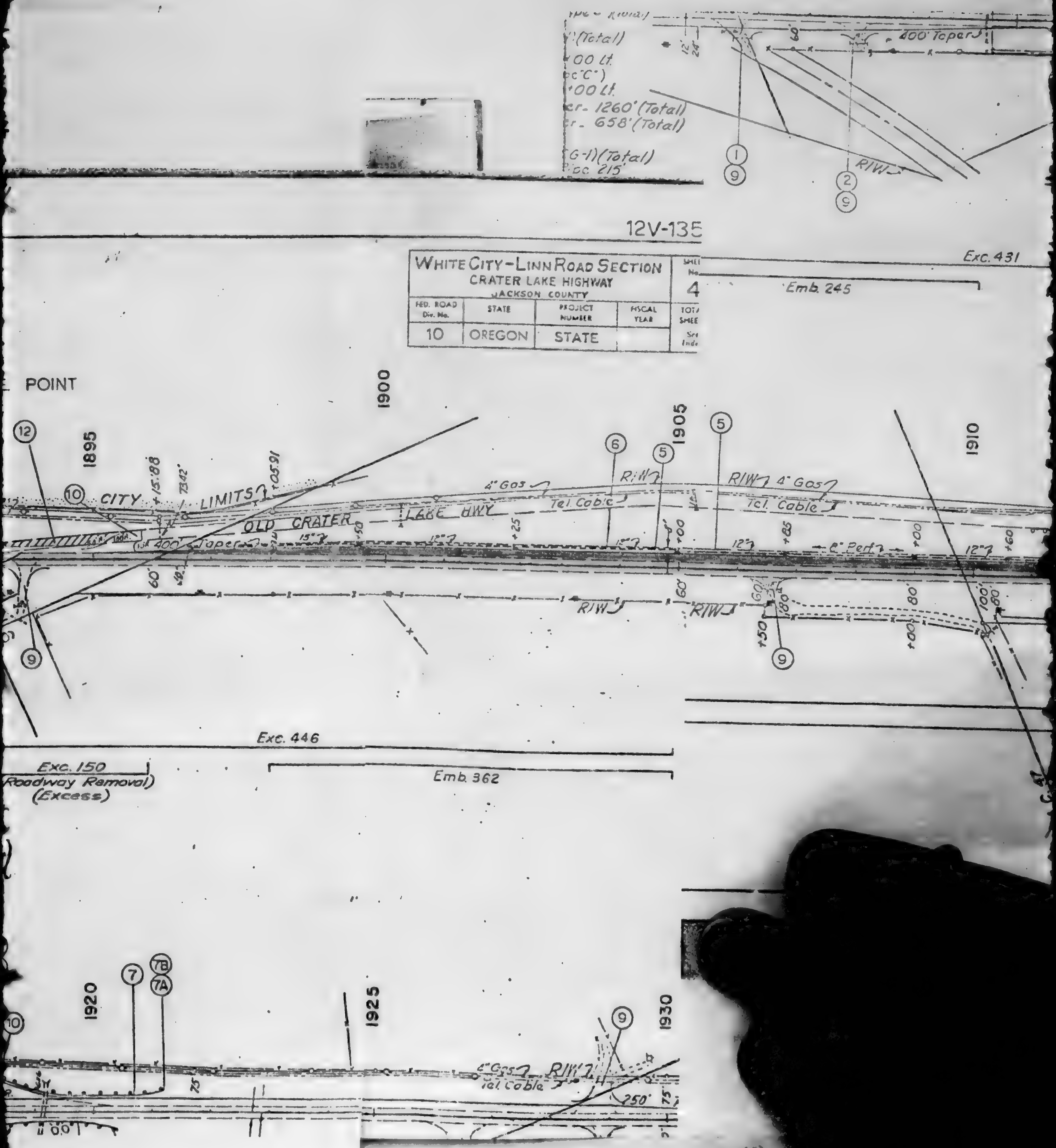
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12V-135

WHITE CITY-LINN ROAD SECTION CRATER LAKE HIGHWAY JACKSON COUNTY				SHEET No.
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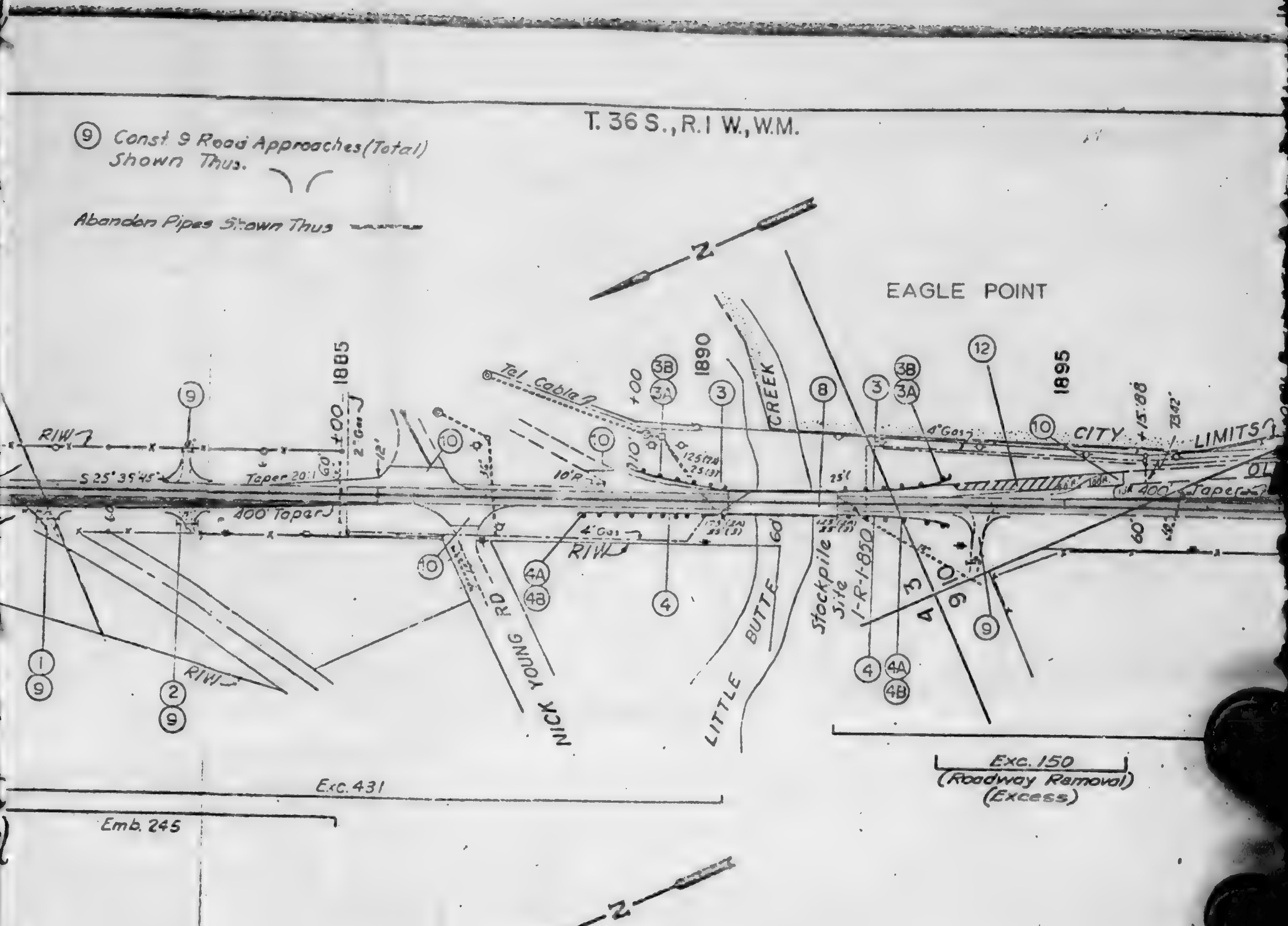
10	OREGON	STATE		See Index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⑨ Const. 9 Road Approaches (Total) Shown Thus.
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NICK YOUNG RD
Stockpile Site 1-R-1-850
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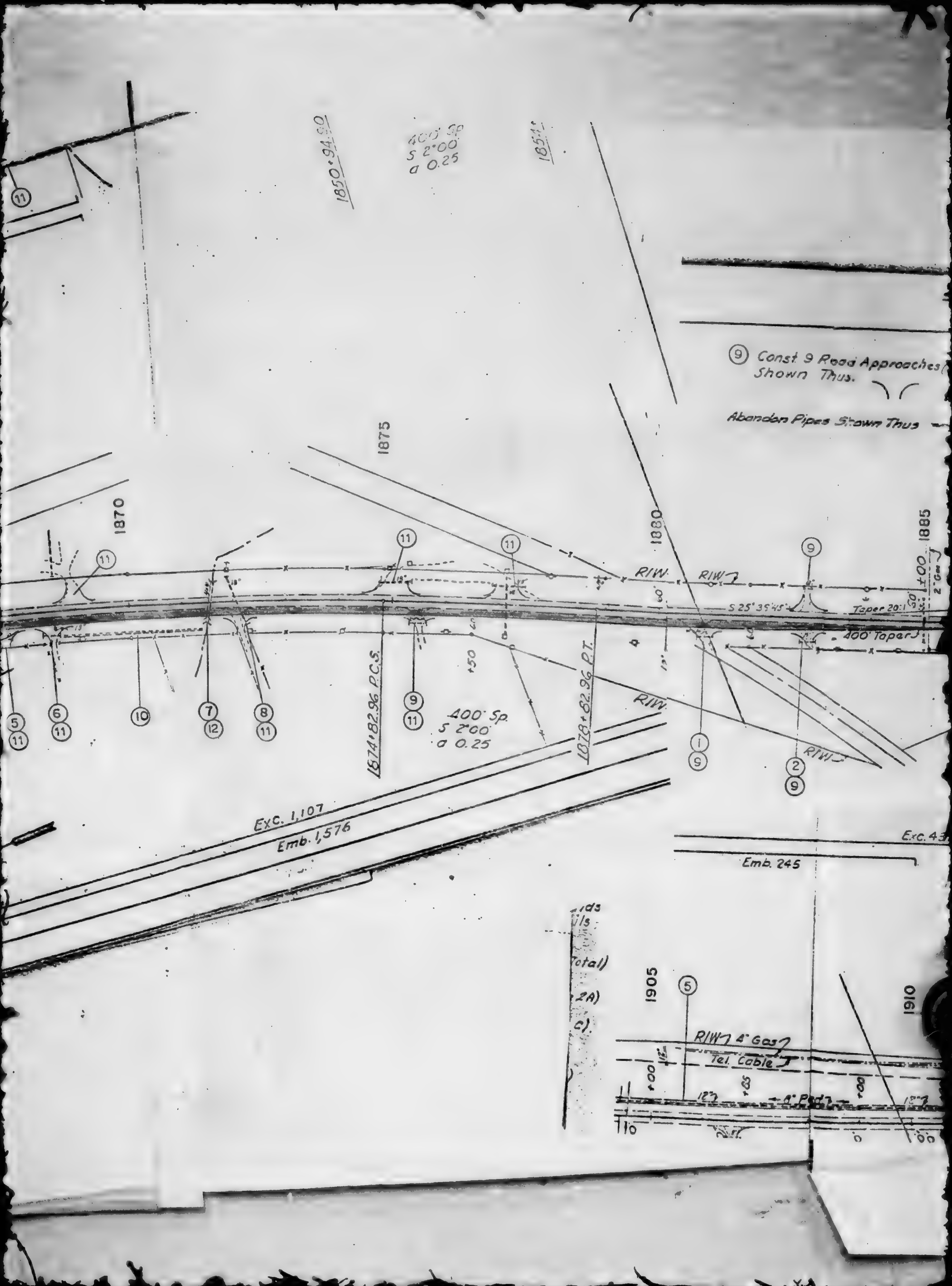
Tel. Cable
ALTA VISTA DRIVE
S. 25°39'45" W
10' R.


1850+94.90
400' Sp.
S 2°00'
a 0.25
1855
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⑨ Const. 9 Road Approaches
Shown Thus.
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60'
400' Taper
2' Gas
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1878+82.96 P.T.
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Exc. 1,107
Emb. 1,576
Exc. 43
Emb. 245
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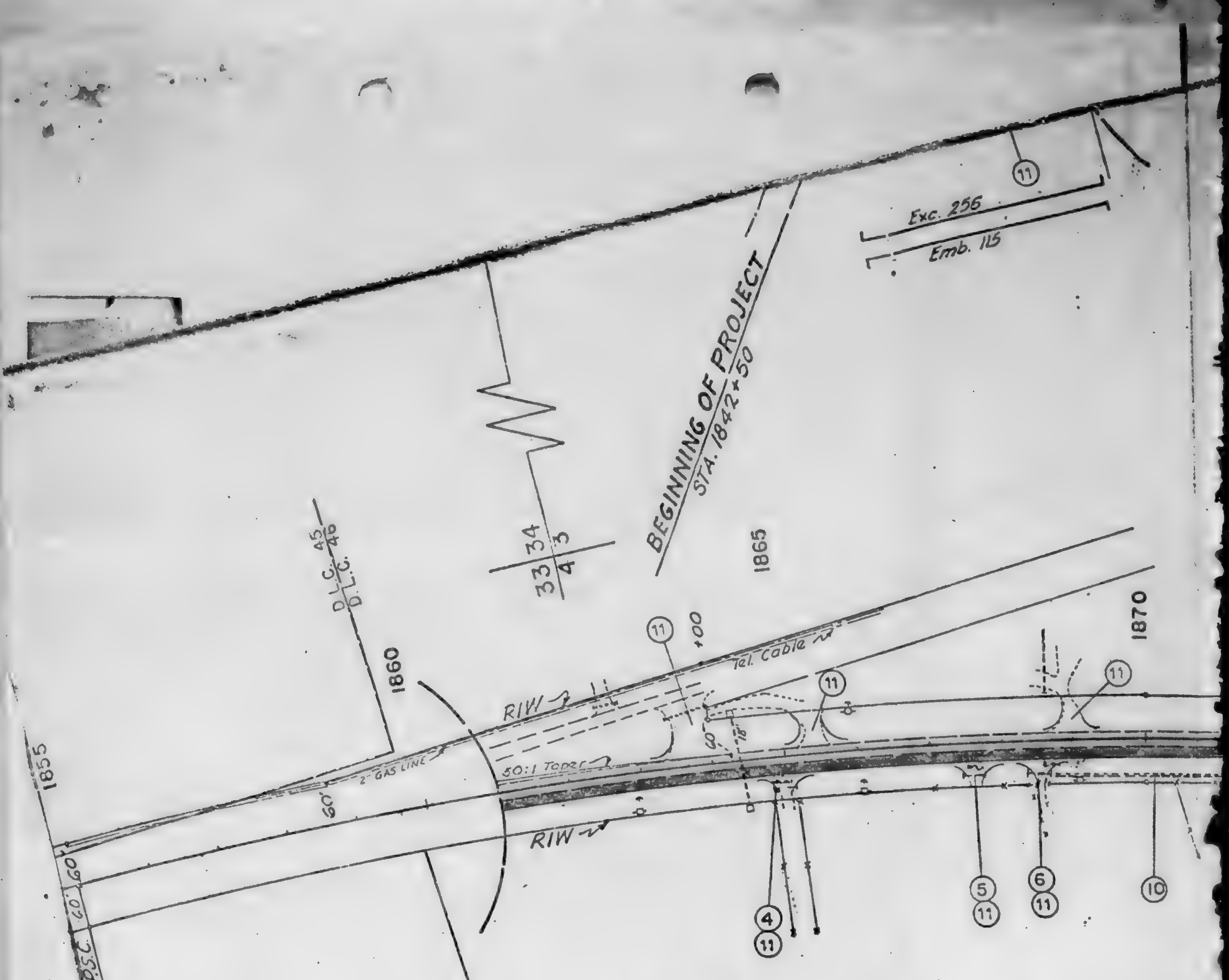
Exc. 256
Emb. 115
11
BEGINNING OF PROJECT
STA. 1842+50
33 34
4 3
D.L.C. 45
D.L.C. 46
1855
1860
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11
1° C.R.
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Ts 1411.85'
N

200 Antelope Road
White City, Oregon 97501

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

November 4, 1976

Isabel,

The areas colored pink represent the passing lanes being constructed. The yellow shows the travel lanes, as they presently exist.

The new lanes are for slow moving traffic. High speed traffic will continue to use the existing lanes so the situation at the bridges will not be any different for them.

The slow moving traffic will be guided back into the main travel lanes well in advance (400 foot minimum) of the Little Butte Creek Bridge by the appropriate signing, delineation and by a fog stripe painted on the pavement. The fog stripe will extend right up to the bridge end, so will aid traffic in the high speed lanes also.

As you can see the widening will not affect traffic at the Antelope Creek Bridge.

Hope this will suffice. Call me if you have any questions.

Bill Gaddis

775-7231
77[illegible]35
77[illegible]
[illegible]
77[illegible]232

Jackson County Oregon

BOARD OF COUNTY COMMISSIONERS

(503) ~~773-6211, EXT. 311~~ • COUNTY COURTHOUSE • MEDFORD, OREGON • 97501

November 8, 1976

NOV 10 '76
REFER TO Region 3
FOR

RECEIVED
DOT OPERATIONS
NOV 10 '76
REFER TO Coulter
FOR
Info | Invest. | R/D | [illegible] | Sign | Act | File

Mr. George Flanagan
Ehrman Way
Medford, OR 97501

Dear George:

I talked to Bill Gaddis about the potentially hazardous conditions resultant upon widening the Crater Lake Highway in some sections while retaining two two-lane bridges in the roadway between White City and Eagle Point, as we have discussed.

Apparently State Senator Lenn Hannon has already brought this to the attention of the State Highway Department. Bill told me that they have viewed the problem areas and maintain that the reconstruction is providing passing lanes and that this type of highway plan is being used elsewhere in the State without presenting intolerable hazards. I do not know if the State records accidents on this sort of construction feature and then compares accident statistics with other road width variations.

I am enclosing the map and explanation provided to me by Bill Gaddis and our Public Works Department for your information. I'm not sure that this is sufficiently reassuring to you or to me to do other than request the State to reexamine the project. I would hate to read of a fatality due to siphoning four lanes onto a two-lane bridge, without the County having noted this potential hazard within our County to the State.

Thank you for bringing this to my attention, and I will keep you informed of further actions in the matter.

Sincerely,

Isabel

Isabel H. Sickels
Commissioner

cc: Senator Lenn Hannon
Bill Gaddis, Public Works
✓F.B. Klaboe, State Highway Engineer

IHS/dmg

Enclosures

#8344

NOTED
H. S. COULTER

November 12, 1976

Mr. George Flanagan
Ehrman Way
Medford, Oregon 97501

COPY

Dear George:

I recieved a courtesy copy of a letter to you from Commissioner Isabel Sickels dated November 8, 1976, concerning the construction of passing lanes on the Crater Lake Highway.

I too share your concern and invited the State Highway Engineer, Mr. H. Scott Coulter, to personally view the highway. He stated that this was a safe highway and due to the lack of funds available at this time no changes will be made until additional funds can be obtained. Mr. Coulter has assured me that the State Highway Department will monitor this section of highway and see what traffic problems might arise and THEN take steps to correct any problems.

Having lived here in the valley for twenty-eight years and knowing this particular stretch of highway, it bothers me very much to know that it is going to take a tragic death before necessary action is taken by the State.

Rest assured that I will continue to do everything within my power as a legislatore to get the necessary funds to make the proper safeguards that are needed concerning this area of highway.

I will keep you informed of any progress.

Sincerely,

Lenn L. Hannon

11-16-76
cy Hunter
[illegible]
[illegible]
Shirley
[illegible]

RECEIVED
DOT OPERATIONS
NOV 15 '76
REFER TO
Coulter
FOR
Info | Inves | R/D | [illegible] | Sign | [illegible] | File

cy

LLH/dh
cc: Bill Gaddis
F.B. Klaboe
Commissioner Isabel Sickels

[illegible] No. [illegible]

Resolution No. [illegible]-1

[illegible]

WHEREAS, the [illegible] County [illegible] has [illegible] to [illegible] highway [illegible] except [illegible], and

WHEREAS, [illegible] to be retained at two [illegible] along each side [illegible] width of the highway, and

WHEREAS, [illegible] carries a very heavy volume of traffic [illegible], logging [illegible] vehicles and other [illegible] equipment, which will have to [illegible] sewer plant, [illegible], and

WHEREAS, this particular area is subject to heavy fog conditions during the fall and winter months and [illegible] of [illegible] will be extremely hazardous, especially to [illegible] not familiar with the area, and

WHEREAS, we believe this is creating not only a very serious and dangerous traffic hazard but a death trap; therefore, be it

RESOLVED, that the [illegible] Point Grange [illegible], meeting this 10th day of November go on record as protesting the way this portion of Highway [illegible] has been engineered; and be it further

RESOLVED, that the [illegible] Point Grange disapproves of any further expenditures of [illegible] highway construction funds on Highway [illegible] until the [illegible] in question are constructed to conform to the width of the [illegible] highway, and be it further

RESOLVED, that a copy of this resolution be sent to the [illegible] Highway Commission, the [illegible] Grange [illegible], the [illegible] State Grange [illegible] and the Jackson County Pomona Grange [illegible].

Adopted by [illegible] Point Grange [illegible] on this 10th day of November, [illegible].

Robert R. Bitterling — Joyce M. Cooper

Robert R. Bitterling, Master — Joyce M. Cooper, Secretary

Eagle Point Grange #664
P. O. Box 254
Shady Cove, Oregon
November 19, 1976

Oregon State Highway Commission
Salem, Oregon 97314

Gentlemen:

Enclosed for your consideration is a copy of Resolution 76-1, which was adopted by Eagle Point Grange #664 on November 16, 1976. Our current membership is 299.

Very truly yours,

Joyce M. Cooper

Joyce M. Cooper, Sec.

cc. State Highway Dep't Central Point
Shady Cove Grange #664
Upper Rogue Grange #825 ——— Approved Dec 2-76. Dorothy McLea
Sect.
~~Jackson County Pomona Grange #27~~

Membership 192

RECEIVED
STATE HWY ENGR
DEC 6 '76
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓	✓		

EAGLE POINT GRANGE #664

Resolution No. 76-1

Re: Construction on Oregon State Highway 62 from White City to Eagle Point

WHEREAS, the Oregon State Highway Department has elected to widen State Highway 62 (Crater Lake Highway) north of White City to Eagle Point from a two lane highway to a three lane highway except on the Antelope Creek and Little Butte bridges, and

WHEREAS, the two bridges involved are to be retained as two lane structures with curb sidewalks along each side of the railing and do not correspond to the width of the highway, and

WHEREAS, Oregon Highway 62 carries a very heavy volume of traffic; such as, commuters, school buses, logging trucks, gravel trucks, heavy industrial equipment and recreational vehicles, which will tend to increase when the Lost Creek Reservoir and power plant become operational, and

WHEREAS, this particular area is subject to heavy fog conditions during the fall and winter months and regardless of highway markings will be extremely hazardous, especially to anyone not familiar with the area, and

WHEREAS, we believe this is creating not only a very serious and dangerous traffic hazard but a death trap; therefore, be it

RESOLVED, that the Eagle Point Grange #664 meeting this 16th day of November go on record as protesting the way this portion of Highway 62 has been engineered, and be it also

RESOLVED, that the Eagle Point Grange #664 disapproves of any further expenditures of State Highway construction funds on Highway 62 until the bridges in question are constructed to conform to the width of the new highway, and be it further

RESOLVED, that a copy of this resolution be sent to the Oregon State Highway Commission, to Shady Cove Grange #931, to Upper Rogue Grange #825 and to Jackson County Pomona Grange #27.

Adopted by Eagle Point Grange #664 on this 16th day of November, 1976.

Robert R Bitterling

Robert R. Bitterling, Master

Joyce M. Cooper

Joyce M. Cooper, Secretary

Eagle Point Grange #664
P.O. Box 254
Shady Cove, Oregon 97539
November 19, 1976

Oregon State Highway Commission
Salem, Oregon 97314

Gentlemen:

Enclosed for your consideration is a copy of Resolution 76-1, which was adopted by Eagle Point Grange #664 on November 16, 1976. Our current membership is 299.

Very truly yours,

Joyce M. Cooper

Joyce M. Cooper, Sec.

cc. State Highway Dep't, Central Point
Shady Cove Grange #931
Upper Rogue Grange #825
Jackson County Pomona Grange #27

ESH

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
DEC 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

RECEIVED
STATE HWY ENGR
NOTED
NOV 30 1976
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

8344

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
C. T. Keasey
Alfred Shirley, Jr.

November 23, 1976

Hon. Isabel H. Sickels
Jackson County Commissioner
Courthouse
Medford, OR 97501

Dear Ms. Sickels:

This office would like to provide you with some information concerning ongoing improvements to the Crater Lake Highway between White City and Linn Road. This was the subject of your November 8 letter to Mr. George Flanagan.

The project provides for passing lanes, a truck climbing lane and a left-turn refuge at Linn Road which is the major connection for the City of Eagle Point to the Crater Lake Highway. The lane striping and signing on this project will provide, in the passing lane areas, for passing in one direction only.

We have made the same type of improvements on other highways and there has been a resulting increase in highway capacity and a reduction in accidents. For example, this type improvement has been made on the Umpqua Highway and a 2¼-year-before and 2¼-year-after study showed the accident rate was reduced from 1.5 to 0.57 accidents per million vehicle miles traveled. As you can see, that is a significant reduction in the accident rate.

The project as it stands today has been widened and the final wearing course of pavement will be placed next year when the weather is more favorable. We will stripe the existing surfacing as it will be when the project is completed and observe vehicle activity on the highway until next spring. If it is felt that some changes are needed prior to marking the final course of pavement, we will make them. In fact, I would appreciate your observations on how the section functions this winter to help us in our analysis.

Sincerely,

H. S. Coulter
State Highway Engineer

AS/cw ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 8, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway
Jackson County

TO: E. S. Hunter
Deputy State Highway Engineer

The resolution from the Eagle Point Grange #664 demands that the Butte Creek Structure and the Antelope Creek Structure be widened to match what they term a three lane section. They state that the existing structure widths are a potential hazard based on the following:

1. Oregon Highway 62 carries a very heavy volume of traffic; such as, commuters, school buses, logging trucks, gravel trucks, heavy industrial equipment and recreational vehicles, which will tend to increase when the Lost Creek Reservoir and power plant become operational.
2. This particular area is subject to heavy fog conditions during the fall and winter months and regardless of highway markings will be extremely hazardous, especially to anyone not familiar with the area.

The existing Butte Creek Structure is a cobbled-up bridge and cannot be widened. The Antelope Creek Structure has been altered previously and should not be widened but replaced. The cost of replacing the Butte Creek Structure is estimated at $300,000 and the Antelope Creek Structure at $180,000 for a total of $480,000. Based on the statewide needs for bridge replacement and the large number of existing narrow structures on the highway system it is difficult to establish a high priority for these two structures.

Region 3 supports the present design of a climbing lane, passing lanes and a left-turn refuge at Linn Road for this section of the Crater Lake Highway. The base pavement has been placed, the striping completed conforming to the final plans. This section was opened to the final traffic pattern about a week ago. All sight posts, guardrail and permanent signing are in place and the operation of this section is under observation.

This is considered a reasonable project as constructed. Other than expending an additional $500,000 for structures, better design alternates have not been identified. This section is open to traffic, operating and under observation. Needed changes in the traffic pattern on this project can be made as they are identified. Attached is a Rough Draft to the Eagle Point Grange No. 664, Resolution No. 76-1.

JHV:jh

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

8344

December 16, 1976

Ms. Joyce M. Cooper, Secretary
Eagle Point Grange #664
Post Office Box 254
Shady Cove, OR 97539

Dear Ms. Cooper:

White City-Linn Road Section
Crater Lake Highway, Jackson County

The White City-Linn Road Section of the Crater Lake Highway has been completed to a base course of pavement, striping as planned, and is presently open to traffic. A final wearing course of pavement will be placed next year when the weather is more favorable.

Included in the plans and already installed on the project are guard rails leading into and away from the existing structures at Antelope and Little Butte Creeks. These are standard flared installations which should direct traffic safely through the existing structures. It should be noted that these structures are as wide or wider than many on the highway system that have been operating safely for many years.

Vehicle activity will be observed on the highway until next spring. If some changes are needed, we will make them prior to marking the final course of pavement.

We will keep your Resolution No. 76-1 on file. Your interest in this matter is appreciated.

Sincerely,

H. S. Coulter
State Highway Engineer

DNS:az ia

bc E. S. Hunter
R. L. Schroeder
J. H. Versteeg
L. W. Rulien
C. T. Keasey
Alfred Shirley, Jr.

RESOUTION:

Re; Construction on Oregon Highway #62
from White City to Eagle Point;

WHEREAS, the Oregon State Highway Department has elected to widen State Highway #62 (Crater Lake Highway) north of White City to Eagle Point from a two lane highway to a three lane highway except on the Antelope Creek and Little Butte Creek bridges, and

WHEREAS, the two bridges are to be retained as two lane structures, with curb sidewalks along each side of the railing, and do not correspond to the width of the highway, and

WHEREAS? Oregon Highway #62 carries a very heavy volume of traffic; such as, commuters, school buses, logging trucks, gravel trucks, heavy industrial equipment and recreational vehicles, which will tend to increase when the Lost Creek Reservoir and power plant become operational, and

WHEREAS? this particular area is subject to heavy fog conditions during the fall and winter months and regardless of highway markings will be extremely hazardous, especially to anyone not familiar with the area; and

WHEREAS, we believe this is creating not only a very serious and dangerous traffic hazard but a death trap; therefore be it

RESOLVED, that we go on record as protesting the way this portion of Highway #62 has been engineered, and be it also

RESOLVED, that we dissapprove of any further expenditures of State Highway construction funds on Highway #62 until the bridges in question are constructed to conform to the width of the new highway construction, and be it further

RESOLVED, that Jackson County Pomona Grange #27 support the Resolution of Eagle Point Grange #664, and that copies be sent to the State Highway Commission; The Logging Truckers Association; and the Teamsters Union Local #962.

This resolution approved by Jackson County Pomona Grange, meeting in regular form on January 8, 1977 in the Eagle Point Grange Hall.

Lorimer Ireland, Master

seal

Margarite Tote, secretary
Star Rte Box 620
Shady Cove Oregon 97539

Jackson County Pomona Grange #27
Star Rte Box 620
Shady Cove Oregon 97539
January 10,1977

State Highway Department;
Logging Truckers Association;
Teamster Local #962;

Gentlemen;

Enclosed for your consideration is a copy of a Resolution approved by Eagle Point Grange #664 on November 16, 1976 and adopted by the Jackson County Pomona Grange meeting in regular form on January 8, 1977.

Respectfully Yours,

Lorimer Ireland, Master

Margarite Pote

Margarite Pote,Secretary
Star Rte Box 620
Shady Cove Oregon 97539

ROSEBURG R[illegible]
RECEIVED
FEB - 2 1977

RECEIVED
JAN 27 1977
DISTRICT ENGINEER
MEDFORD

8344

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8344

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 14, 1977

FROM: C. T. Keasey CT Keasey
Construction Engineer

SUBJECT: White City-Linn Road Section
Crater Lake Highway
Contract No. 8344

TO: H. S. Coulter
State Highway Engineer

The Jackson County Pomona Grange of Shady Cove has adopted the resolution of the Eagle Point Grange of November 16, 1976, in opposition to the passing bays being constructed on the subject section.

Any suggestions you may have on action to be taken would be sincerely appreciated.

I assume that the contractor will be wanting to proceed with the paving on this section in early April, so the time for a decision on what we are going to do is growing close, especially if we have to back up and narrow up the top paving and striping.

2-21-77 orig to Keasey

Cond

Recommend meeting about mid-March in Medford w/reps from Granges and other interested persons like Jan Hannon to review how traffic flowed this winter, Consider modifications to stripping plan, shortening of passing bays, diminution of bays, etc. HSC

CTK:fr

Att.

2-21-77

cc: E. S. Hunter (w/att.)
J. H. Versteeg "
J. X. Wilson "

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8344 75

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford

NOTED
H. S. COULTER

DATE March 1, 1977

TO A.Shirley Jr., Region Engineer

Wm H. Maude

FROM Wm.H.Maude, Resident Engineer

SUBJECT White City-Linn Road
Contract 8344

I have checked for accidents on this project per your request. The Oregon State Police say they cannot retrieve the information as it is not filed by highway number. I talked to two troopers who often work that area. They haven't had an accident reported since the contractor left the project. The Jackson County Sheriff's office has had one reported accident on January 3, 1977 at about noon. This was verified by the Eagle Point Ambulance and Rescue Service who have recorded a personal injury accident at that date.

I have left a request for tte computer run of reported accidents with the section in Salem. They say this run will be compiled in May or June for the month of January.

Local people tell of at least two "fender benders" during the fog in December, but calls to the police agencies at that time indicated that they were not reported.

✓Coulter
cc: Kearney } for yr info
Verdieg

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 3, 1977

FILE: CON 5

FROM: J. X. Wilson
J. X. WILSON
Regional Maintenance Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Little Butte Cr. & Antelope Cr. Bridges
White City-Linn Road Section
Crater Lake Highway
Jackson County

Enclosed is the following listed location data for widening of the subject bridges:

2	Sheets	Vicinity Map and Profile, Little Butte Creek Bridge
2	Sheets	Vicinity Map and Profile, Antelope Cr. Bridge
2	Books	Field Notes } separate cover

jjg/cw
Encl.

cc F. E. Terpin
Geo. Thornton
Wm. Maude

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAR 0 8 1977
ROAD DESIGN SECTION

☐ Requires Reply
☐ Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Old Str.'s cannot feasibly be widened. New Str.

Est. attached
$640,553 Total

3-9-77
[illegible]
[illegible] Maps & Notes [illegible]
for estimate to [illegible]
or replace with [illegible] structure

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Antelop Creek Br BRIDGE NO. 679

SECTION Medford-Crater Lake PREFIX NO.

HIGHWAY Crater Lake Hwy 22 COUNTY Jackson

ESTIMATE REQUESTED BY D Stodermeyer DATE 3-9-77

ESTIMATE MADE BY C. F. McHUGH DATE 3-9-77

ESTIMATE MADE FROM Exist Plans & Vic. Map

ALL COSTS INCLUDE AN ALLOWANCE OF 40 PERCENT FOR ENGINEERING & CONTINGENCIES

ESTIMATED STRUCTURE COST	80'L x 68'W	$ 198,016
	Complete new structure	

SUBTOTAL $ 198,016

REMOVE EXISTING STRUCTURE 80'L x 34'W .... $ 16,128

DETOUR STRUCTURE .... — $

MAINTENANCE OF TRAFFIC .... — $

OTHER .... — $

TOTAL $ 214,144

UNLESS NOTED OTHERWISE, ABOVE COSTS DO NOT INCLUDE GRADING AND PAVING, RIGHT-OF-WAY OR SIGNING AND ILLUMINATION.

APPROVED L. G. Wallace

DATE 3-8-76

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Little Butte Creek BRIDGE NO. 681A

SECTION Medford-Crater Lake PREFIX NO.

HIGHWAY Crater Lake Hwy 22 COUNTY Jackson

ESTIMATE REQUESTED BY D. Stadenmayer DATE 3-9-77

ESTIMATE MADE BY G. F. McRUSH DATE 3-9-77

ESTIMATE MADE FROM Exist Plans & Vic Map

ALL COSTS INCLUDE AN ALLOWANCE OF 40 PERCENT FOR ENGINEERING & CONTINGENCIES

ESTIMATED STRUCTURE COST	152'Lx 68'W	$ 405,171
	Complete new structure.	
	SUBTOTAL	$ 405,171
REMOVE EXISTING STRUCTURE 152x33		$ 27,238
DETOUR STRUCTURE	—	$
MAINTENANCE OF TRAFFIC	—	$
OTHER	—	$
	TOTAL	$ 432,409

UNLESS NOTED OTHERWISE, ABOVE COSTS DO NOT INCLUDE GRADING AND PAVING, RIGHT-OF-WAY OR SIGNING AND ILLUMINATION.

APPROVED L.L. Wallace

DATE 3-8-76

8344

22

Salem, Oregon
March 14, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

J. X. Wilson
Region 3 Maintenance Engineer

Little Butte Cr. & Antelope Cr.
Bridges
White City-Linn Road Section
Crater Lake Highway
Jackson County

Attached are copies of the cost estimates for the above-named bridges. The estimate for the Little Butte Creek Bridge is $432,409 and the estimate for the Antelope Creek Bridge is $214,144.

JHV:jh
Attachment

8344

GENERAL FILES

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 8, 1977

FILE:

NOTED
H. S. COULTER

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Rolling Hills Dr.-Reese Cr.
Crater Lake Highway
Jackson County

SC
4-11

This project consists of an overlay of the existing traffic lanes and replacement of the shoulders, beginning at Linn Road MP 10.07 and terminating at Sams Valley Highway MP 13.63, approximately 3.5 miles in length. The typical section will consist of two 12 foot lanes and 6 foot shoulders, for a total width of 36 feet.

The estimated cost for this project is approximately $620,000.00 including engineering and contingencies. No right-of-way is involved and material source will be commercial.

5-2-77
Bud Shirley –
What should our
answer be?
HSC

DOC:az
cc: L. W. Rulien
Alfred Shirley
W. E. Cole

RECEIVED
STATE HWY ENG
APR 25 '77
REFER TO
FOR
Info Inves R/O D/R Sign Act File

86

cc: Thornton
Purdy
Lentcw

cc: H. S. Coulter ✓ – We may hear some shouting from Medford area – "How come you aren't widening bridges first–"
Bud S.

8344 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 10, 1977

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: H. S. Coulter
State Highway Engineer

NOTED
H. S. COULTER

I would suggest the following as an answer to any kind of complaint we may receive for overlaying the Rolling Hills Drive-Reese Creek Section of the Crater Lake Highway prior to replacing the structures across Little Butte Creek and Antelope Creek on the White City-Linn Road Section. As you know, this was a big complaint and one for which you made a special trip to Medford to consider.

> The Transportation Commission, in June of last year, adopted a policy that considerable effort should be made toward the preservation of the existing system rather than new construction. The proposed project is a part of that new direction from the Transportation Commission.
>
> The section of highway from White City to Linn Road has been in use with passing bays and no change to the two bridges and has been working very, very successfully, which bears out our contention that the project was a good one.
>
> We feel that the preservation project is much more needed than widening of the structures. — I agree

as/cw

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Six man crew cleaning up around guard rail and concrete curb.
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

The project was completed on July 15, 1977 with the exception of some very minor cleanup which was done on the following Monday. Work has begun on the semi-final estimate and a final inspection will be held as soon as possible. No further weekly reports will be submitted by this office for this project.

SIGNED Wm.H.Mande LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8344

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: White City-Linn Road

WEEK ENDING: July 23, 1977

SECTION PREFIX: 15-0503

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: White City-Linn Road

KIND OF WORK: Grading and Paving

CONTRACTOR: M.C.Lininger & Sons, Inc.

CONTRACT NUMBER: 8344

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 10, 1976

DATE WORK STARTED: May 24, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 5 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 300

CALENDAR DAYS USED: 298

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $796,102.62

EXCLUSIVE OF ENGINEERING: $732,975.54

ENGINEERING AUTHORIZATION: $63,127.08

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $732,975.54

ENGINEERING COST TO DATE: $90,025.95

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 143 %

DATE PROJECT WAS COMPLETED: July 15, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.81	2.81			2.81
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.81	2.81			2.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,650	20,300			12,900
TOTAL QUANTITIES CORRECTED TO DATE	14,000	26,000			12,390
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,000	26,000			12,390
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 pickup, 1 backhoe and 1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	Fair	0		
MONDAY	18	Fair	0		
TUESDAY	19	Fair	0		
WEDNESDAY	20	Fair	0		
THURSDAY	21	Fair	0		
FRIDAY	22	Fair	0		
SATURDAY	23	Fair	0		

Routing

Keasey

Bond

Jackmond

Hopkins

Johnsen

Inloes

RECEIVED

JUL 25 1977

CONSTRUCTION SECTION

Richards

Glenn

Berg

Church

Gebauer

Widmer

BEN GIFFORD

8344

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
North Medford Branch
PO Box 1370
Medford, OR 97501

Re: M.C. Lininger & Sons
Contract 8344

We have received safekeeping receipt 145819 for savings certificate 14-326163 in the amount of $30,000 maturing September 7, 1977. This replaces safekeeping receipt 145813 for savings certificate 20-263813 in the amount of $30,000.

There is no change in the total amount of securities deposited in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

#[illegible]

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Re: M. C. Lininger & Sons
Contract 8344

We have received Safekeeping receipt 145823 for savings certificate 14-326191 in the amount of $30,000 maturing October 7, 19 77. This replaces safekeeping receipt 145819 for the same amount.

Retainage requirements on this project have been reduced to $20,000. Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8344

8

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 12, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham
Manager

Re: M.C. Lininger & Sons, Inc.

We have received safekeeping receipt 145826 for savings certificate 14-326219 in the amount of $20,000 (applied to contract 8344) maturing November 7, 1977 and safekeeping receipt 145827 for savings certificate 14-326220 in the amount of $10,000 (applied to contract 8481) maturing January 5, 1978. These replace safekeeping 145823 in the amount of $30,000 which was applied to contract 8344.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8344	$30,000	(10,000)	$20,000
8481	35,000	10,000	45,000

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
~~R. Church~~
C.W. Barrett,Jr.(Att.)

NOTED
C. W. HEAD

8344

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

November 15, 1977

M.C. Lininger & Sons
PO Box 1145
Medford, OR 97501

Re: Contract 8344

Retainage requirements on this project have been reduced to $10,000.

You presently have $20,000 deposited in lieu of retainage. $10,000 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8344

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 15, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham,
Manager

Re: M.C. Linger & Sons
Contract 8344

We received safekeeping receipt 145832 for savings certificate 14-341254 for $20,000 maturing December 9, 1977. This replaces safekeeping receipt 145826.

There is no change in the total securities on deposit for this project.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C.W. HEAD

8344

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 20, 1977

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons

Gentlemen:

Your letter of December 13th indicates savings certificate 145824 for $10,000.00 has been replaced by 145836 for the same amount maturing March 13, 1978. There is no change in the allocation.

Savings certificate 145832 for $20,000.00 has been replaced by 145837 for $10,000.00, maturing January 11, 1978. This reduces the allocation to contract 8344 by $10,000.00

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8344

8

December 22, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 13, 1977, we wrote to you concerning release of final payment on Contract No. 8344 awarded to M. C. Lininger & Sons, Inc., for work on the White City-Linn Road Section of the Crater Lake Highway in Jackson County.

The total contract amount is $685,357.66 including $14,196.98 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8344

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons

Gentlemen:

Contract 8481. Safekeeping receipt 145840 for certificate 341298 for $35,000.00 maturing February 13, 1978 has been received. This replaces receipts 145827 and 145828 which total the same amount.

Contract 8344. Safekeeping receipt 145841 for certificate 341299 for $10,000.00 maturing February 13, 1978 has been received. This replaces receipt 145837 for the same amount.

Their is no change in the allocation of securities to these projects.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8344

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 26, 1978

U.S. National Bank
North Medford Branch
P.O. Box 1370
Medford, OR 97501

Attention: Robert J. Cunningham, Mgr.

Re: M.C. Lininger & Sons
Contract 8344

Gentlemen:

This project has been finalled. The $10,000.00 deposited in lieu of retainage may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: M.C. Lininger & Sons

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7 accidents or 50% occurred at the Nick Young Road Intersection at M.P. 9.42. There are two lanes (southbound towards Medford) and one lane (northbound) at this intersection. Current plans for widening the bridge would retain that configuration.

In summary, the striping does not seem to have had an adverse affect on the safety of the passing bay project and no accidents have occurred at the Little Butte Creek structure as envisioned by the public. A traffic engineering investigation might be undertaken at Nick Young Road to determine if any improvement is justifiable.

GLC:cs

cc: H. S. Coulter
cy to → Alfred Shirley, Jr. — Follow up

Attachments

[illegible]
3/20

RECEIVED
STATE HWY ENGR
MAR 16 '79
~~REFER TO~~
Scott
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FYI

8344

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic (DEPT) 378-6537 (TELEPHONE)

TO: L. E. George
Traffic Engineer

DATE: March 15, 1979

FROM: Glen L. Clark
Investigations and Research Engineer

SUBJECT: "After" Accident Data
Crater Lake Highway
White City-Linn Road Section

Historical Background

The subject project once known as "White City-Reese Creek Section" was reduced in length and downscoped to conform to the available State Bond funds.

Public criticism was received soon after striping was installed and traffic patterns developed in the Fall of 1976, one year prior to paving the final lift of asphaltic concrete in the Summer of 1977. Comments at that time involved the confusion of the striping and the concern for Bridge abutments. The one of greatest concern was the one at Little Butte Creek (M.P. 9.33).

Attached is a letter dated November 12, 1976, from State Senator Hannon to a Medford constituent stating that Mr. Coulter would monitor this section of highway.

The project was all but completed in the Fall of 1976. The top lift of asphaltic concrete was placed in the Summer of 1977. The records show the project completion date July 15, 1977.

"After" Record

In the one year period July 15, 1977 to July 15, 1978, there were 14 reported accidents in this 2.81 mile long section. There were 18 persons injured and one fatality. There were 10 intersectional and four non-intersectional accidents. There were 5 turning, 4 rear-end, 3 fixed object and one each angle and non-collision type accidents.

The accident rate for this section for the one year studied (after construction was completed) was 1.74 accidents per million vehicle miles. The fatal rate (based on the one accident) was 12.42 fatalities/100 million vehicle miles traveled. The comparable rates were, respectively, 1.43 acc/MVM and 5.22 fatalities per 100 MVM.

None of the accidents occurred at or near the Little Butte Creek Bridge. This structure is scheduled for a contract widening project in the 3rd Quarter of this year.

8344 White City-Linn Rd. Sec. 1976
of Crater Lake Hwy.N. of Medford
(Grading & paving)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
July 8, 1975

FROM: Ralph V. Carter
Regional Appraiser

TO: Fred Eriksen
Road Design

SALEM

SUBJECT: Quarry Site
Pine Creek Rd.-Stinkingwater Pass Section
Central Oregon Highway
Harney County

M. P. 158

You asked for an easement across John Temple lands as an access road to this site. The present approach is on Temple lands as near as I can determine. Access to our pit is possible from M.P. 158 Easterly to M.P. 158.1. This area would give better sight distance.

However, it appears we have stockpiled on Temple lands, the NW NE NE Section 13, Township 22S, Range 33 East, W.M. Either the State or the contractor has used a good share of this ten acres.

Discussion with Barry Hatcher, Resident Engineer in Burns, reveals we also have Location Plans in Salem on this section and contemplate a taking along the highway on Temple lands Westerly of M.P. 158.

If you still want this access please furnish a description, or perhaps we should attempt to purchase this 10 acre tract. This is rough, rocky sagebrush grazing area.

The 10 acres should cost us $300.00 to $500.00. The easement probably $100 to $200.00.

Please inform me if I should proceed further.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

REFERRED TO
Board Reed
Cole Sample
Eriksen FE. Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RVC/crp

cc: J. B. Boyd
W. E. Schwartz

Versteeg ✓
A. Olson
1 Torpin T
2 Scott T
Swanson
R. Olson
Trout

RECEIVED
JUL 0 1975
ROAD
DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

7-11-75
Dale Allen will institute action to handle situation.
T.

8343

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

July 11, 1975

FROM: Dale D. Allen
Regional Construction Engineer

TO: Verne Allen
Regional Right of Way Supervisor

LA GRANDE

SUBJECT: Quarry Site
Pine Creek Road-Stinkingwater Pass Section
Central Oregon Highway
Harney County

Refer to Ralph Carter's July 8 letter to the Design Section. The matter of the access road to this site has been discussed with Design and we request that you proceed to acquire the 10 acre tract described in Carter's letter. I have not seen a site plan of this 10 acre tract, but assume that acquiring it will assure our access to the quarry and adequate space to stockpile material.

REFERRED TO

Board
Cole
[✓ Erikson]
Hager
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

1 ✓
2 +

RECEIVED

Swenson
R. Olson
Trout

DDA:je

cc: Road Design

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
AUG 18 1975
Agricultural
Development Div.

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7508 2 360 Due Date: AUG 29 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We support application State Highway Division Buchanan Beebe Reservoir highway construction project (7508-2-360).

This is a very narrow, dangerous section of highway and should be improved to enhance the movement of truck and automobile traffic. Highway 20 is a main East-West highway across Oregon carrying heavy commercial recreation and passenger car traffic. We urge immediate approval of this project.

Agency Agri. By Don McKennie

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

RECEIVED
AUG 18 1975
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7508 2 360   Due Date: AUG 29 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands   By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

Harney Co.

APPLICANT: State Highway Division

PROJECT TITLE: Stinkingwater- Buchanan-Beebe Reservoir

DATE: September 3, 1975

The state has reviewed your project and reached the following conclusions:

eptember 5, 1975

. L. Green
. B. Klaboe
. D. Wolfe
. B. Boyd
. E. Royer
. H. Versteeg
ary Potter
. N. Hopkins, Co/City
. L. Gifford
. E. Swan
. K. Ansell
. E. Schwartz
eronautics Div.

☒ XXX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7508 2 360

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED

1 A. Olson
2 Terpin
3 Swanson
Olson
Copy

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
8-6-75

PNRS #2

CON [illegible]
Central
~~PRO 6-2~~
Orego

September 29, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following Public Lands projects.

Item No.	Project No.	Section Name & PNRS No.
15	FLH-4(8)	Pine Cr. Rd.-Stinkingwater Pass
16	FLH-4(9)	Stinkingwater Pass-Beede Reservoir #7508-2-360

JG:ljt
Encl.

cc: D. E. Swan
J. L. Gaither

PINE CR. ROAD-STINKINGWATER PASS SECTION
PROJECT NO. FLH-4(8)

REMARKS-continued.

Project Data The work consists of grade, drain and high-type pave two 12-foot lanes with 6-foot shoulders and also 12-foot climbing lanes with 4-foot shoulder where required.

FHPM 7-7-2 Requirements: Nonmajor action project classification submitted July 7, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Not required under Oregon Action Plan (Category 3 Project).

(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 29, 1975

(typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. E. of Buchanan, E. 3.01 mi.		700	1,100	95	10	Oregon	41	153	15

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
							FLH-	4	(8)		

c Lands

COUNTY NAME: Harney CODE 025

- -

ROUTE NO. P FEDERAL-AID 31 STATE 7 U.S. 20

PROGRAM STAGE ☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
US 20, 3.2 mi. E. of Buchanan, E. 3.01 mi.	(54) (55)	(56) (66)	(67) (76)			Gr., dr., H.T. pave, 2-12' lanes with 6' shoulders, also 12' climbing lanes with 4' shoulder where required.
"Pine Cr. Road-Stinkingwater Pass Section"	3.01	1,300,000	1,300,000	--		ROW-200' min.; Access control-part.; Parking restrictions; none.
PROJECT TOTALS	3.01	1,300,000	1,300,000	--		
		(10) (23)	(24) (33)			

REMARKS Additional Data: Item Nos. P-19 & RF-65;
Project Nos. F-187(15) & (17) respectively.

(OVER)

USCOMM DUSCOMM-DC 48808-P61

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

September 29, 1975

U.S. DEPA

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 20, 3.2 mi. E. of Buchanan, E. 3.01 mi.	**ADT**	PRESENT 700	FUTURE 1,100	YEAR 95	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): FLH- NUMBER: 4
CARD 4	CLASS OF FEDERAL FUNDS Public Lands							COUNTY NAME Harney	CODE 025
	NAME OF URBAN AREA - -							ROUTE NO. P FEDERAL-AID 31	STATE 7 U.S. 20

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		US 20, 3.2 mi. E. of Buchanan, E. 3.01 mi.					
5					**ROW**							
5					**CONST** (CODE) 6203		"Pine Cr. Road-Stinkingwater Pass Section"	3.01	1,300,000	1,300,000	--	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.01	1,300,000	1,300,000	--
1	14	PROGRAM APPROVAL DATES					

REMARKS Additional Data: Item Nos.
Project Nos. F-187(15) &

STINKINGWATER PASS-BEEDE RESERVOIR SECTION
PROJECT NO. FLH-4(9)

REMARKS-continued.

Project Data The work consists of grade, drain and high-type pave two 12-foot lanes with 6-foot shoulders and also 12-foot climbing lanes with 4-foot shoulder where required.

FHPM 7-7-2 Requirements: Nonmajor action project classification submitted July 7, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings---Not required under Oregon Action Plan (Category 3 Project).

(b) Location/Design---Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 29, 1975

chanan, E 4.56 mi.	**ADT**	PRESENT 700	FUTURE 1,100	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 153	ITEM NO. 16

ST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) FLH-	NUMBER 4	SEQ. NO. (9)	I. Projects Only: POST MI.	DESIG.

COUNTY NAME	Harney	CODE 025	PROGRAM STAGE	☐ 1 OR ☒ 2 XX		
ROUTE NO.	P	FEDERAL-AID 31	STATE 7	U.S. 20		

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
6.2 mi. E of an, E 4.56 mi.						Gr., dr., H.T. pave 2-12' lanes with 6' shoulders, also 12' climbing lanes with 4' shoulder where required.
ingwater Pass- Reservoir on"	4.56	2,500,000	2,500,000	--		ROW-200' min; Access control-part; Parking restrictions none.
PROJECT TOTALS	4.56	2,500,000	2,500,000	--		

REMARKS Additional Data: Item Nos. P-19 & RF-65;
Project Nos. F-187(15) & (17) respectively.

(OVER)

Budget Bureau No. 41-R2067:

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.: September 29, 1975

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 20, 6.2 mi. E of Buchanan, E 4.56 mi.	**ADT**	PRESENT 700	FUTURE 1,100	YEAR 95	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): FLH- NUMBER: 4

CARD	CLASS OF FEDERAL FUNDS Public Lands	COUNTY NAME Harney
	NAME OF URBAN AREA - -	ROUTE NO. P FEDERAL-AID: 31 STATE: 7 U.S.: 20

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		US 20, 6.2 mi. E of Buchanan, E 4.56 mi.					
5					**ROW**							
5					**CONST** (CODE) 6203		"Stinkingwater Pass-Beede Reservoir Section"	4.56	2,500,000	2,500,000	--	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	4.56	2,500,000	2,500,000	--

PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No
Project Nos. F-187(15)

Con 21-
Central
~~PRO 6-2~~
Oregon

September 29, 1975

TO Mr. G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following two projects which we desire to have included in the Federal Lands Highway Program:

Item No. 15, Project No. FLH-4(8), Pine Creek Road-Stinkingwater Pass Section.

Item No. 16, Project No. FLH-4(9), Stinkingwater Pass-Beede Reservoir Section.

A copy of the State Clearinghouse A-95 review approval letter dated September 3, 1975 was forwarded previously.

"Notice of Intent" was submitted to District Clearinghouse 14 on August 6, 1975 and has lain before the Clearinghouse for more than 30 days without response. It is therefore assumed that there will be no review or adverse comments received.

JG:ljt
Att.

It is necessary under both state and federal laws that we have permits to conduct archaeological work on these sites. Presumably those sites on private lands will be purchased by the state, thus requiring a state permit. We will apply to the federal government for permits for work on federal land. This takes time, usually 2 to 3 months, so this action should start as soon as we have a contract assured. Please let us have any pertinent data that you have about land ownership including the federal agency that controlls the federal land.

There are several things to include in a contract.

Field work should be completed by September 15, 1975 (unless the highway construction project is postponed).

A preliminary report will be submitted to OSHD at the completion of the field work, at which time OSHD will remit to the University of Oregon 65% of the contract cost plus contingency costs, as provided by exhibit.

The final report will be submitted within 18 months of the completion of field work. Upon receipt of the final report the OSHD will remit the remaining 35% of the contracted amount, plus contingencies.

Since we hope to line up our field crews before school is out, we would appreciate prompt attention.

Yours truly,

David L Cole

David L. Cole
Curator of Anthropology

DLC:rb

Sites 9 and 10 will be affected both by cutting and by filling through the middle of the sites, so there should be salvage work here.

Sites 1, 2, 12 and 16 should be only slightly affected by the road construction. A few days of work at these four sites should permit recovery of any data that would be lost.

It is proposed that study and salvage work in the field could be completed in 120 man days. The materials and data collected would be analyzed during the following academic year.

PROPOSED BUDGET

Wages:		
Principal Investigator, supervisor (Lab and work-participation in 20 days field work)	2,400	
Field workers 100 man-days at $24/day av.	2,400	
Laboratory Research Assistant Academic year	3,200	
Laboratory wage help	600	
Total		$ 8,600
Payroll assessments (Ins., Soc. Sec. etc. 14%)		1,204
Total wages:		9,804
Travel:		
Mileage: Trucks 2500 mi. at .13¢	325	
Per Diem - 120 days at $17/day	2,040	
Total Travel:		$ 2,365
Services & Supplies:		
Tools, bags, forms, film, etc.	192	
Printing final report	500	
Total S & S:		692
Incidental Costs: 36.5% of $8,600		3,139
		$ 16,000
Contingencies 10%		1,600
GRAND TOTAL:		$ 17,600

are causing erosion of the site. Widening the road and increasing the fill likely will cause additional damage.

Site 8 - This site is located between MP 160.1 and MP 160.03, on both sides of the highway in the lowlands, and on the north side of the highway on the slope. Highway fill covers parts of the site, which site is eroding from diversion of runoff waters.

Site 9 - This site is on both sides of the highway from MP 161.1 - 161.8. The road widening will affect the site by expanding the road cuts on the western and eastern ends and filling in the mid-portion. There is some erosion on part of the site adjacent to the road fill.

Site 10 - This site is situated between MP 162.1 and 162.3. It extends from the stream banks in a deep canyon to the ridge tops. It will be affected both by additional road fill and by additional highway cuts.

Site 11 - This is a camping area on the canyon rim just east of Site 10 and south of the highway. It would be affected by expanding the highway cut.

Site 12 - This site is south of the highway, adjacent to Big Pipe Spring between MP 163.5 to 163.7. Increasing the fill south of the highway will cover parts of the site.

Site 13 - This site is south of the highway at MP 164.7. Most of the site is south of the fence line so may not be affected if additional road fill does not go beyond the fence.

Site 14 - This site is on a bluff cut by the highway just north of MP 165. This site, on both sides of the road, will be affected by widening the highway cut.

Site 15 - This site is on a knoll cut by the highway, between MP 165.1 and 165.2. The site is north of a stream that passes between this site and Site 14. The site is on both sides of the highway and will be affected by widening the highway cut.

Site 16 - This is an extensive site adjacent to the small stream that enters Dry Creek. It is situated between MP 165.7 and 165.95 on both sides of the highway. Widening the road would affect parts of the site.

Recommendations

Site 5 should be avoided by construction and related activity. Also, Site 13 could probably be avoided since it does not seem to have been reached by the existing highway.

Sites 3, 4, 6, 11, 14 and 15will be affected by removal of earth in road cuts. Sites 3, 4, 6 will be only slightly affected by this construction so with a few hours of work anything that might be lost could be salvaged. Sites 11, 14 and 15 seem to have been affected considerably by the present highway so further construction work would cause additional destruction, therefore those areas to be affected should be salvaged.

Site 7 and parts of Site 8 have been affected by road fill and erosion attributed to the existence of the fill. Both of these sites should have salvage work.

George Rumjoué

UNIVERSITY OF OREGON

Museum of
Natural History

EUGENE, OREGON 97403
telephone (code 503) 686-3033

June 5, 1975

Mr. W. E. Swartz
Regional Engineer
Oregon State Highway Division
Region 5
P.O. Box 850
La Grande, Oregon 97850

Atten.: Jim Kennedy

Gentlemen:

The archaeological survey of the Stinkingwater Pass highway relocation project has been completed and the final report is now in preparation. This letter summarizes the results of the survey and outlines the proposal for highway salvage work.

Sixteen sites were located as follows:

Site 1 - The roadside rest area at MP 155.8-155.9 has been built upon a large site. Part of highway and west of the rest area will be affected by road widening for a distance of approximately 100 meters.

Site 2 - The spring box on the north side of the highway that supplies water for the roadside rest area is on a midden site associated with Site 1. The southeastern end of the site will be affected by the relocation.

Site 3 - The knoll north of the highway at MP 156 - 156.1 is a manufacturing area. The highway relocation will affect only the southern edge of this site.

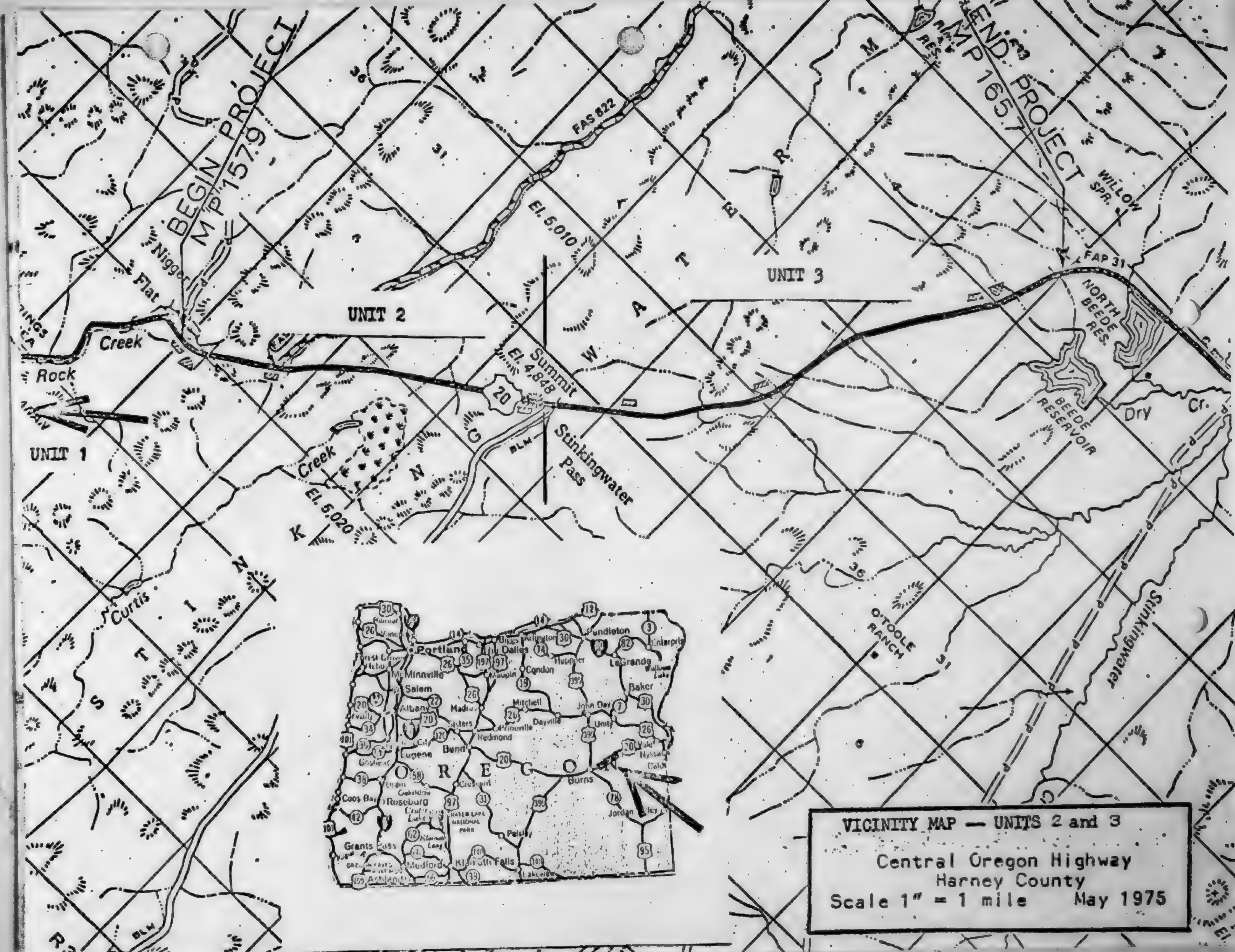
Site 4 - The knoll just east of Site 3 at MP 156.2 is a quarry site that will be affected in the southeastern part by highway relocation.

[Sites 1, 2, 3, 4 could be considered different areas of a single site]

Site 5 - This is a housepit site north of the existing highway at MP 156.45 to 156.5. The site will not be affected by highway relocation, but it should be avoided by all construction activities.

Site 6 - The ridge at MP 158.45 north of the highway holds a site that will be only slightly affected by highway widening.

Site 7 - Road fill from both Highway 20 and Pine Creek Road, at MP 158.6 - 158.7, covers parts of a large site. Runoff waters diverted by the road and highway fills



BEGIN PROJECT
M.P. 157.9
END PROJECT
MP 165.7
UNIT 1
UNIT 2
UNIT 3
Rock Creek
Nigger Flat
Curtis
Creek
Summit
El. 4,848
El. 5,010
El. 5,020
Stinkingwater Pass
20
BLM
FAS 822
FAP 31
WILLOW SPR.
NORTH BEEDE RES.
BEEDE RESERVOIR
Dry Cr.
Stinkingwater
O'TOOLE RANCH
36
31
R34
STINKINGWATER
MTS
OREGON
Portland
The Dalles
Pendleton
La Grande
Baker
Salem
Albany
Eugene
Bend
Redmond
Madras
Sisters
Prineville
Mitchell
John Day
Dayville
Unity
Burns
Vale
Nyssa
Jordan Valley
Roseburg
Coos Bay
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Paisley
Crescent
Condon
Heppner
Arlington
McMinnville
Maupin

VICINITY MAP — UNITS 2 and 3

Central Oregon Highway
Harney County
Scale 1" = 1 mile May 1975

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

- ☐ Major Action
  - ☐ Significant ☐ Non-Significant
- ☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☒ Assessment Only
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ OTHER ______________________

8. Potential Consistency of Proposal with (complete when applicable): N.A.

   a. Clean Air Implementation Plans

      N.A.

   b. Noise Standards

      N.A.

   c. Water Quality Standards

      N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*			
	Minimum	Average	Maximum	
Biologist	X			
Urban Economist	X			
Water Quality Spec.	X			
Acoustical Engineer	X			
Air Quality Engineer	X			
Cultural Geographer			X	Coordinate archeological activities for Units 1, 2 and 3.
Urban Planner	X			
Geologist		X		Assess impact of shifting Little Rock Creek channel against hillside (Unit 1 only).

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: A relatively small amount of unimproved range land will be utilized for highway purposes. Abandoned sections of pavement will be obliterated and reverted to former land use. Shift in Little Rock Creek stream channel (Unit 1 only).

   Consequences:

   (a) No significant consequences associated with range land acquisition.

   (b) Shift in Little Rock Creek to include bank protection (Unit 1 only).

4. Expected Adverse Effects on Natural Ecological Resources: Few if any adverse impacts are foreseen.

   Consequences:

   N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources: If archelogical site study is not implemented, archeological resources could be destroyed by construction activities. However, site analyses have been initiated and salvage of artifacts will be performed on all affected sites of significance prior to construciton.

   Consequences:

   As above.

6. Preliminary Identification of Areas of Critical Environmental Concern:

   Archeological survey indicates that 16 archeological sites would be affected by construction activities.

7. Potential for Controversial Issues: Improper treatment of archeological sites could be controversial; therefore, care will be taken to insure that archeological resources receive proper consideration.

A comprehensive investigation is planned to determine the significance of the sites.

No utilities are in conflict with the proposed project.

Air quality would not be significantly affected by the proposed project. Construction noise would be of limited duration.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   Unit 1. Minimal (Private land). About 24 acres would be required.

   Unit 2 and Unit 3 would reqiure additional acres of public (BLM) land amounting to about 68 acres.

   Consequences: No significant consequences are anticipated since the affected habitat does not contain unique species, nor is it being reduced where it would significantly affect wildlife populations.

2. Estimated Changes in Traffic Patterns:

   No changes in traffic patterns.

   Consequences: N.A.

The proposed project would have little or no adverse impact on wildlife habitat. There is sufficient sage and rabbitbrush to support the existing antelope herds. Deer may also browse on sage (i.e., A. tridentada) or the relatively abundant plants along intermittent stream courses.

The rocky steep slopes are not condusive to the development of soil profiles. Deep gullies and exposed strata attest to the active role of wind and water in this area. The thickest sections of unconsolidated rock and soil are to be found on flat benches between old lava flows or colluvial slopes protected by a continuous mat of Idaho fescue. Many plants in the project area are indicative of shallow soil conditions.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is very sparsely populated. The only residence of note is beyond the eastern terminus. Property in this area is generally categorized as unimproved grazing land. Cattle have now replaced the sheep that were formerly grazed in the surrounding hills. BLM range managers indicate that although the condition of the range varies, it is generally considered to have improved in recent years. A number of plants poisonous to livestock are present (e.g., larkspur, lupine, death camas, buckwheat), but are only problems locally. Grazing is probably the highest and best land use. This general area is also frequented by hunters and "rockhounds".

Recent archeological investigations indicate that primitive man utilized local rock formations for tools and projectile points. Paiute Indians inhabited this area into historic times. A number of "sites" of undetermined extent are located along the existing and proposed alignment:

	No. of Sites Within Right-of-Way	No. of Sites Affected by Proposed Project
Unit 1	4	5
Unit 2	3	3
Unit 3	7	7

The main channel is less than 10 feet wide.

The highway leaves the canyon near the terminus of Unit 1. Units 2 and 3 are characterized by a high, rolling, open terrain, cut by the washes of intermittent streams. The physical appearance of the Stinkingwater Pass area (El. 4848) does not differ appreciably from the terrain at lower elevations. This is principally because vegetation zones are not readily discernible. A marked change does occur near the terminus of the project, however. In this vicinity the ponded waters of Beede (Dry Creek) Reservoirs have produced a lush marsh in the Dry Creek basin.

The natural vegetation within the project is generally indicative of arid conditions. Annual precipitation probably averages between 9 and 12 inches, most of which occurs in the fall and winter months. Winter snowfall varies from year to year, but would probably be somewhat greater than that of Burns (46 inches; Elevation, 4148 feet msl).

The project area is within a juniper-sage-grass vegetation zone (Juniperus-Artemisia-Festuca). Sage (A. tridentada and A. rigida) is the most abundant shrub. Other shrubs include gray horse bush (Tetradymia canescens), rabbit brush (Chrysothamnus spp.) and buckwheat (Eriogonum spp). Hillsides are spotted with occasional junipers. A variety of grasses grow in the vicinity, however, Idaho fescue (Festuca idahoensis) is probably the most abundant. Death camas (Zigadenus spp.) is fairly widespread. Common forbes include dagger pod (Phoenicaulis spp.), biscuit root (Lomatium leptocarpum), lupine and larkspur (Delphinium spp.). Willow (Salix spp.), juniper and wildrose grow along the principal watercourses.

Wildlife in the project area is typical of Oregon's high desert environments. Large game animals include mule deer and antelope. A variety of birdlife can be found in the area, game birds as well as birds of prey. Small mammals, lizards and snakes utilize rocky slopes facing the highway. No endangered species have been associated with the project area.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status **Date**

☒ Survey Authorization

☒ Reconnaissance

☒ Field Location

☒ Office Location

☒ Field Prel. Design

☒ Office Prel. Design

☒ Final Design May, 1975

☐ Contract Plans

FHWA

Status **Date**

☐ Systems Planning

☐ Prel. Engineering

☐ Corridor Approval

☐ Design Approval

☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The proposed project is located about 25 miles east of Burns in the "high desert" country of east-central Oregon. Elevation ranges from a low of 3600 feet above mean sea level at the eastern terminus to a maximum of about 4800 feet at the summit of Stinkingwater Pass. The area is on the boundary of the High Lava Plains and Blue Mountain physiographic provinces. The present highway traverses the near-flat Malheur basin east of Burns and begins ascending the mountains in the vicinity of Buchanan. The mountains appear as a disected inclined plane. Vegetation is sparse, consisting principally of juniper, sage and grass. Rolling hills steepen as the highway enters a small canyon cut by Little Rock Creek. Highway cuts and canyon walls reveal a structure consisting of relatively horizontal basalt flows and indurated sediments (mudstone).

The existing and proposed alignment parallel the course of Little Rock Creek for about 1.2 miles. The creek is an intermittent stream, being dry most of the year.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The intent of the proposed project was to conform as closely to the existing alignment as possible. The benefits associated with significantly different alignments would not justify economic or environmental costs.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) N.A.

Public Hearing(s) Schedule: ☒ For Units 2 & 3 Not Required ☐ Required Hearing requirements for Unit 1 will need to be determined

Type ________ Tentative Date(s) ________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted ________ Date Received ________

Expected Coordination with Local, State and Federal Agencies Bureau of Land Management, University of Oregon Museum of Natural History, Harney County.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N.A.

The present right-of-way incorporates about 100 acres of BLM land. The existing roadway prism occupies about half of this 100 acres. An application requesting an additional 68 acres of right-of-way has been filed with the BLM office.

ADDITIONAL FACILITIES

No additional facilities have been proposed. A small rest area is presently located near the west end of the project, however, no improvements or alterations are included in project plans.

MATERIALS

Rock products necessary for construction may be obtained from highway cuts, from a state-controlled quarry located near Milepoint 160.0 and from commercial sources.

WASTE DISPOSAL

The contractor would be responsible for the disposal of broken pavement and other waste materials.

CHARACTERISTICS (ADT)

700 (1973); 15% trucks, 50% of which are 5-axle rigs.

OTHER GENERAL INFORMATION

The Oregon State Highway Division has applied for Federal Lands Highway Funds for the construction of Units 2 and 3. (Pine Creek-Dry Creek Reservoir; M.P. 157.9-165.7).

An archeological reconnaissance conducted by the University of Oregon Museum of Natural History has identified at least 16 aboriginal sites along the existing and proposed alignment. The Highway Division has accordingly initiated a site study to determine the significance of the archeological remains.

x = Included in project proposal	Unit 1 MP 155.7-157.9	Unit 2 MP 157.9-161.0	Unit 3 MP 161.0-165.7
Widen Travel Lanes	x	x	x
Shoulder Construction	x	x	x
Guardrail installation	x	x	x
Elimination of hazardous curves	x		
Alteration of water course	x		
Acquisition of right-of-way	x	x	x
Federal land (Public Land)	x	x	x
Private Land	x		

The construction schedule for Units 2 and 3 would be imminent, where as, Unit 1 would be considered at some later time.

ALIGNMENT

The proposed project generally conforms to the existing alignment, however, the elimination of hazardous curves (Unit 1) would require some variation. Departures in the present alignment are relatively minimal and would not involve encroachment on other landholders. New right-of-way would be required in all three units. The approximate requirements are:

	Private Property Acres	Public Land (BLM) Acres	Present Land-Use
Unit 1	24		Unimproved Grazing
Unit 2		28	Unimproved Grazing
Unit 3		40	Unimproved Grazing
Total	24	68	Unimproved Grazing

A total of about 92 acres of private and public land would be required.

summit of Stinkingwater Pass. Unit 3 (Stinkingwater Pass-Beebe Reservior Section) includes that section of highway between Milepoint 161.0 and Milepoint 165.7. Units 2 and 3 are bounded by public land administered by the Bureau of Land Management. The existing highway consists primarily of a 22 foot paved surface and narrow unpaved shoulders. The proposal would provide for two 12 foot travel lanes, two 8 foot paved shoulders and the addition of climbing lanes in areas of steep grade.

CONSTRUCTION ACTIVITIES

The construction of Unit 1 includes minimal departures from the existing alignment to eliminate hazardous curves. Since much of this unit is within a rather narrow canyon, it would be necessary to cut into near vertical rock faces and to shift the channel of an intermittent stream (Little Rock Creek) away from the proposed roadbed. This action is not considered to be ecologically or aesthetically damaging. The stream is nonexistent during most of the year and consequently has little aquatic life that would be affected by a channel shift.

Enlarged rock cuts would not appreciably change the appearance of the present landscape. In addition, the enlarged cuts would contribute to safety in at least three respects: (1) hazardous curves would be eliminated, (2) newly created rock fallout areas would minimize rock rolling onto the highway and (3) the highway would be exposed to a greater amount of sunlight, thus contributing to the melting of ice and snow. Suitable rock materials removed from cuts could be utilized in the construction of fills, shoulders, or riprap.

Some adjustments in highway alignment would result in the abandonment of short paved sections. These abandoned sections would be obliterated and the right-of-way reverted to its former land use.

Units 2 and 3 are not confined to a narrow canyon and consequently do not pose the same construction problems. Construction activities and right-of-way requirements would differ in these respects:

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 2, 1975

A. PROJECT IDENTIFICATION

Name of Project Buchanan-Beebe Reservoir (Dry Springs Reservoir) (Section)

Location of Project - Central Oregon Highway (Highway Name) U.S. 20 (Highway No., US - ORE)

(City) Harney (County) 5 (Region)

Program FLH (Units 2 & 3) (Funding) $4,245,000 (3,099,000 for Units 2 & 3) (Estimated Cost) (Prefix)

Funding for Unit 1
to be determined.

B. PURPOSE AND ORIGIN OF PROJECT

U.S. Highway 20 is a major link between mid-Willamette Valley communities and those of the Boise and Salt Lake Valleys. It is also utilized by traffic originating from or enroute to Nevada or California. The ten mile section of highway east of Buchanan (M.P. 155.7-M.P. 165.7) has been singled out as being especially in need of improvement. Relatively heavy truck and automobile traffic coupled with narrow pavement, steep grades, sharp curves and adverse winter driving conditions contribute to an overall hazardous situation. There have been a number of accidents along this section of highway in recent years; some have resulted in fatalities. The proposed project has been designed to increase the margin of highway safety at this location.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

The Buchanan-Beebe Reservoir project has been subdivided into three units for the purpose of funding and right-of-way acquisition. Unit 1 (Buchanan-Pine Creek Section) commences at Milepoint 155.7 and terminates at Milepoint 157.9. Unit 2 (Pine Creek-Stinkingwater Pass Section) extends eastward to Milepoint 161.0, the

Box 300
Salem OR 97308
July 28, 1975

1041EC.1

Oregon FLH-4(-)
Central Oregon Highway
Buchanan-Beebe Reservoir
Harney County
Project Assessment

G. L. Green, Division Engineer

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 7 letter has been reviewed. We found the assessment to be quite comprehensive and informative. However, we are unable to classify the proposed project as a major or non-major action until the significance of the archeological sites is determined.

Upon completion of the planned comprehensive investigation referred to in the assessment we would desire a summary report of the findings, your recommendations, and the State Historic Preservation Officer's recommendation as to the significance of these sites. Also included in the submission should be a detailed analysis of the probable physical impacts to the sites which would result with the construction of the proposed highway improvement.

Original Signed By
WILLIAM H. KAPPUS
Environmental Coordinator

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

WHK:bk

XC: Geo
7-29-75

8343

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 3, 1975

FROM: Dale D. Allen
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SALEM

SUBJECT: Special Provisions Review
Pine Creek Road-Stinkingwater Pass
Stinkingwater Pass-Beebe Reservoir

The above two jobs are tentatively being set up to be awarded as separate contracts, one utilizing a State material source and one with no material source specified.

We realize the reason for doing this is the uncertainty of the available funds, but would like to make you aware that the State material source set up on the Pine Creek Road section is an excellent source, dice rock that should provide a very reasonable bid for crushed aggregates. All the crushed material for both of these jobs should come from this one source if we expect to receive the lowest bid. Tabulated below are possible ways of awarding these projects, depending on the available funds.

1. If adequate funds are available, combine the projects into one job, with the State source as the single source.
2. If less funds - Award Stinkingwater Pass-Beebe Reservoir Section, with all the crushed rock for both projects being crushed from the State source.
3. If less funds - Award Stinkingwater Pass-Beebe Reservoir Section, with material coming from the State source.
4. If less funds - Award Pine Creek Road-Stinkingwater Pass Section, with crushed rock being produced for both projects from State source.
5. If less funds - Award Pine Creek Road-Stinkingwater Pass.

This was discussed with C. G. Swenson. I believe he is in general agreement with what we are trying to accomplish.

Special Provisions Review, Section 222.31 (subsection c-Slopes). This section pertains to finishing the road bed and slopes. We would like the last sentence of paragraph c to read "Embankment slopes 3:1 and flatter which are constructed of rocky material shall be covered with a layer of earth (talus or other fine material). The specifications now stipulate that no slopes flatter than 4:1 will be covered with fine material.

DDA:je
cc: B. N. Hatcher

1 Versteeg
A. Olsen
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R. Olson
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81-734-3030

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☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Burns, Oregon

October 20, 1975

B.N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

TO: W. E. Schwartz
Regional Engineer
La Grande, Oregon 97850

SUBJECT: Special Provisions
Section, Pine Cr. Rd. - Stinkingwater Pass
" Stinkingwater Pass - Beede Reservoir
Central Oregon Highway
Harney County

The Special Provisions for the subject projects have been reviewed and the following comments were noted.

1 More time should be allowed for the Stinkingwater Pass - Beede Reservoir Section. This will be a difficult section to build that involves heavy rock work and it is questionable if it can be completed in one season. Agree

2 I particularly like section 107.18 which directs that all abrupt drop-offs be completely backfilled for a distance of two feet from the edge of the remaining pavement and that both sides can't be open at the same time. This really spells it out, but will still leave only 24 feet or less of travel surface with no provision for any stage construction surfacing. The 20 foot width of pavement to be left isn't quite wide enough without oiling or paving at least one shoulder. ✓

3 The specified cone spacing of 50 feet along the abrupt edge is much too close. One-hundred feet spacing is almost too close. This spacing should be left up to the discretion of the engineer. Recc ~~25'~~ 50' spacing on tapers 200± on? tangents

4 The paved culvert end slopes can be eliminated entirely. These were arbitrarily added in design with no consideration of the type of terrain involved. They will, however, create extra work for the resident engineer writing a price agreement to delete them. agree

5 The quantity of temporary signs set up for both projects will probably be inadequate. The amount of flagging hours for the Pine Creek Road - Stinkingwater Pass Section is not enough and the amount for the Stinkingwater Pass - Beede Reservoir Section is not even close. ✓

I realize it is too late to get any of these things changed, but this may outline some problems that may be encountered during construction.

BNH/kb

cc: File

cc Swede,

Do what you can.

Dale Allen

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1975

In reply refer to: 1041AD/710.16

SUBJECT: Oregon Project FLH-4(9)
Stinkingwater Pass - Beede Reservoir Section
Allocation of Public Lands Funds

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have been advised that $2,500,000 of Fiscal Year 1976 Public Lands funds has been allocated to Oregon for the construction of Project FLH-4(9) on Central Oregon Highway (US 20). As soon as we receive from our Washington Office the FHWA Form 370 - Advice of Funds Available for Obligation - we will process the program papers and obligate the funds.

[illegible] 4-5

The above project should be advanced to construction prior to October 1, 1976. If it appears that the project cannot be authorized prior to that date, this office must be notified. The Public Lands Funds allocated are eligible only for work on a Federal-aid route within designated Public Lands.

You should be aware that additional Public Lands funds may not be available to permit exceeding the allocated amount. Therefore, you should proceed under the assumption that additional Public Lands funds for the approved project will not become available. If there is an excess of funds after the project is placed under agreement, these shall be returned.

For G. L. Green

cy Klaboe 11-21

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STATE HWY ENGR
NOV 21 '75
REFER TO
Rulien - Wolfe - Keasey.
Potter
FOR

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NOTED
E. S. HUNTER

Lets contract
in Feb. or March.

CON 21-
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11-25-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-25-75

BY (Signature): L. W. Rulien's September 29, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Public Lands

ITEM NOS. 16 THRU ______ ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
16	FLH-4(9)	4.56	2,500,000	2,500,000	Stinkingwater Pass - Beede Reservoir Section. Harney County State of Oregon	Grade, drain, and high type pavement.

RECEIVED
STATE HWY ENG.
NOV 26 '75
Rulien

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		11-25-75	for C. L. Green, Division Administrator

** Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

There are several gateways in the existing fence that have been omitted from the new fence on the plans. These are at station 197 Lt. - 30' width, station 306 Rt. - 24' width, 338 Lt. - 18' width, 358 Lt. - 24' width and station 405 Rt. - 24' width.

There should also be a provision in the contract for salvaging and reinstalling metal snow fence. There are some places where it may be in conflict with a work area.

BNH/kf

cc: file

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Burns, Oregon
January 15, 1976

B.N. Hatcher

☐ RE ☒ RCE ☐ RBE ☐ RAE
☒ ROE ☐
☐ RDE ☐
JAN 16 1976
RECEIVED
REGIONAL OFFICE

FROM: B. N. Hatcher
Resident Engineer

TO: W. E. Schwartz
Regional Engineer
LAGRANDE

SUBJECT: Pine Cr. Rd. -
Beede Reservoir Section
Central Oregon Highway
Harney County

The preliminary plans for the subject section have been reviewed by Mr. Ansell and myself with the following comments being noted.

I think it is a good idea to have the beginning of the project further to the east to get the new section away from the bad curve near the quarry. However, I do not think it is wise to begin the job in the middle of a curve. This will make it harder to match the superelevation with the adjoining future construction to the west. The beginning station could easily be shifted a short distance in either direction to get it on a tangent. I doubt if this would increase or decrease quantities or cost significantly.

One thing that I like in the typical section is the base course being Plant Mix Bit. Base instead of A.C.. This iscourages the contractor from wanting to try to pave the base lift over the existing surfacing and the shoulder base lift at the same time. The required 4" thickness of P.M.B.B. on the shoulders would also stop any attempt of this kind as that would be the maximum lift that could be placed. Another thing that I like to see is the 2" minimum over existing pavement of the base lift of A.C.. It is almost impossible to patch or level with any less than a 2" lift and get a satisfactory job.

The posts designated for the Type 1-G Fence are toolong for the predominately rocky or solid rock terrain on this project. It would be difficult, if not impossible, to get them in the ground two feet as shown. Eighteen inches of penetration should be adequate. This would reduce the length of the line posts from 5'6" to 5'0" and the corner posts from 6'6" to 6'0".

There are two cuts on the project that exceed thirty feet in height. Perhaps slope benching should be considered for these.

It is obvious that some or all of the proposed fill slopes have been flattened from what was sent in on the original location cross sections. They will probably still be much too rocky to eliminate guard rail on from the FHWA point of view. To my knowledge, there is no readily - available source of finer material to be used for covering these slopes within a reasonable distance of the project. It would take a vast amount due to the voids and great height of some of the fills.

8343

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 16, 1976

FROM: Dale D. Allen
Regional Construction Engineer

TO: Frank E. Terpin
Final Design Engineer

SALEM

SUBJECT: Preliminary Plans
Pine Creek Road-Beede Reservoir
Central Oregon Highway
Harney County

Attached is a report prepared by the resident engineer pertaining to the preliminary plans for the above section.

Barry has made some good observations which should be of interest to you and I agree with all his comments with one exception. The exception would be I don't believe we should put a benched cut, but proceed as you have shown in the plans with a ½:1 slope.

Since Barry was unable to locate any source of fine material for covering the rock slopes, the only suggestion I would have would be to see if Swede could come up with something in the specials to reinforce that section of the standard specifications relating to finish work on rock slopes.

REFERRED TO
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Attachment

cc: B. N. Hatcher

2343

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Salem, Oregon
January 20, 1976

Frank E. Terpin
Final Design Engineer F.E.T.

Dale D. Allen
Region V Construction Engineer

Pine Creek Road--
Beede Reservoir Section
Central Oregon Highway
Harney County

The comments by you and Barry Hatcher on the Preliminary Plans have been reviewed and revisions to the plans made as follows:

1. The project beginning point (project length) is controlled by available funds. It would not be appropriate to change the beginning point now, since the project has been programmed through the FHWA.

2. The fence-line post depth in the ground has been changed to 18-inch minimum. The post length above the top wire may vary from 2-inch minimum to 8-inch maximum. The Cost and Specification Units have recommended against shortening the post length.

3. It was decided not to bench the slopes in the two cuts that exceed thirty feet of height.

4. The rocky fill slope problem has been discussed a[illegible] The Specification Unit has prepared a special provision [illegible] the Job, requiring the placement of selected fine material from excavations on the 3:1 or flatter slopes.

5. The five gateways listed in Mr. Hatcher's letter will be added to the plans.

6. The salvaging and reinstalling of some metal snow fence is anticipated. $2,000 has been set-up as extra work.

FE:az
cc: Barry Hatcher
Fred Eriksen

/ Versteeg ✓
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Swenson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 9, 1976

FROM: Frank A. Roberts
Senior Designer

SUBJECT: Pine Creek-Beede Res. Section
Central Oregon Highway
Harney County

TO: MEMO TO THE FILES

On September 23, 1975, two separate sets of contract plans were completed. One contract was from Sta. 1260+00 - 1285+00 Bk. = 62+00 Ah. to Sta. 207+50. The second contract was from Sta. 207+50 to Sta. 451+00. The combined length of the two contracts was 7.8 miles and estimated cost was $3,000,000.00.

On November 24, 1975, a letter approving a maximum construction cost of $2,500,000.00 was received. On December 9, 1975, a new project length was then designed from Sta. 110+00 to Sta. 451+00 at a cost of $2,490,000.00.

On March 1, 1976, a revised set of unit prices was applied and resulted in a cost of $2,181,000.00.

On March 4, 1976, I was advised to increase the length of the project to attain a maximum cost of $2.6 million.

A preliminary calculation on a new length will bring the project back to the original beginning Sta. 1260+00 at a cost of $2,584,000.00.

Approval for design length from Sta. 1260+00 to Sta. 451+00 under a single contract was given by J. H. Versteeg on March 8, 1976.

FAR:az

Frank Roberts

1 Versteeg ✓
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3 Christensen
Scott
2 Swenson
Anderson
Trout

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PMO 6-2

March 26, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

ORIGINAL SIGNED BY
L. W. RULIEN

SUBJECT Minor Program Change
Project No. FLH-4(9)

We request approval of a minor program change to Item No. 16, Project No. FLH-4(9), "Stinkingwater Pass-Beede Reservoir Section", as indicated below based on the fact that the project has been lengthened on the westerly end approximately 3.01 miles.

(1) Project Location and Termini: Changed to read "US 20, 3.2 mi. E. of Buchanan, E. 7.57 mi." (Pine Creek Road-Beede Reservoir Section).

(2) Miles: Changed to read "7.57".

The overall project cost does not require changing at this time.

JG:bb

cc: W. E. Schwartz (Region 5)
D. E. Swan

83-3

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. F[illegible]-4(9) STATE PROJECT NO. Pine Cr Rd-Beede Reservoir
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. FLH-16	COUNTY NAME Harney PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
FOR

Info	Issues	R/D	D/R	Sgn	Adt	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3/30/76	Primary Route 31 STATE ROUTE NUMBER Primary Route 7

GENERAL LOCATION:

US 20, 3.2 miles east of Buchanan, east 7.57 miles

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 11/25/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/26/76 letter I approve the program change as follows:

1. Project Location and Termini: Changed to read "US 20, 3.2 mi. E. of Buchanan, E. 7.57 mi." (Pine Creek Road-Beede Reservoir Section).
2. Miles: Changed to read "7.57."

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/30/76	Valach	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-611-888

8313

All Clear

4-2-76

B/U 4-1-76

ENVIRONMENTAL REVIEW

Section Pine Creek Rd. - ~~Stinkingwater Pass~~-Beede Reservoir
Highway Central Oregon
County Harney
Type of Work G & P
Date

ENVIRONMENTAL IMPACT STATEMENT: Project Assessment - Non-Major Action - No anticipated problems.

NEGATIVE DECLARATION: N/A

FISH COMMISSION: N/A

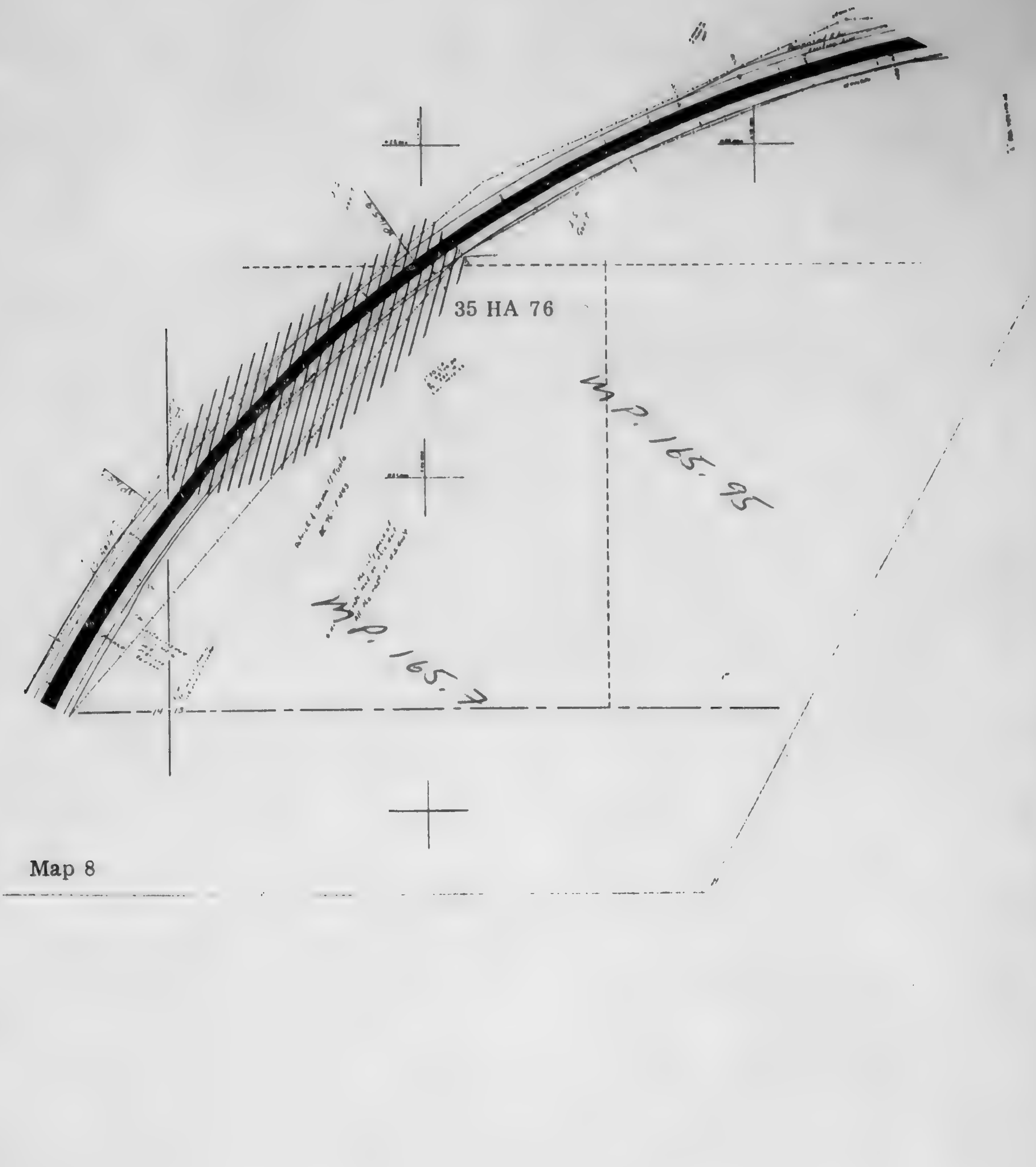
WILDLIFE COMMISSION: N/A

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - prospective source - DOGAMI has inspected the site and we anticipate no problems.

OTHER: CORPS OF ENGINEERS PERMIT: N/A

Note: There are some areas the contractor must take precautions in. These are covered in the spec's & will be staked in the field.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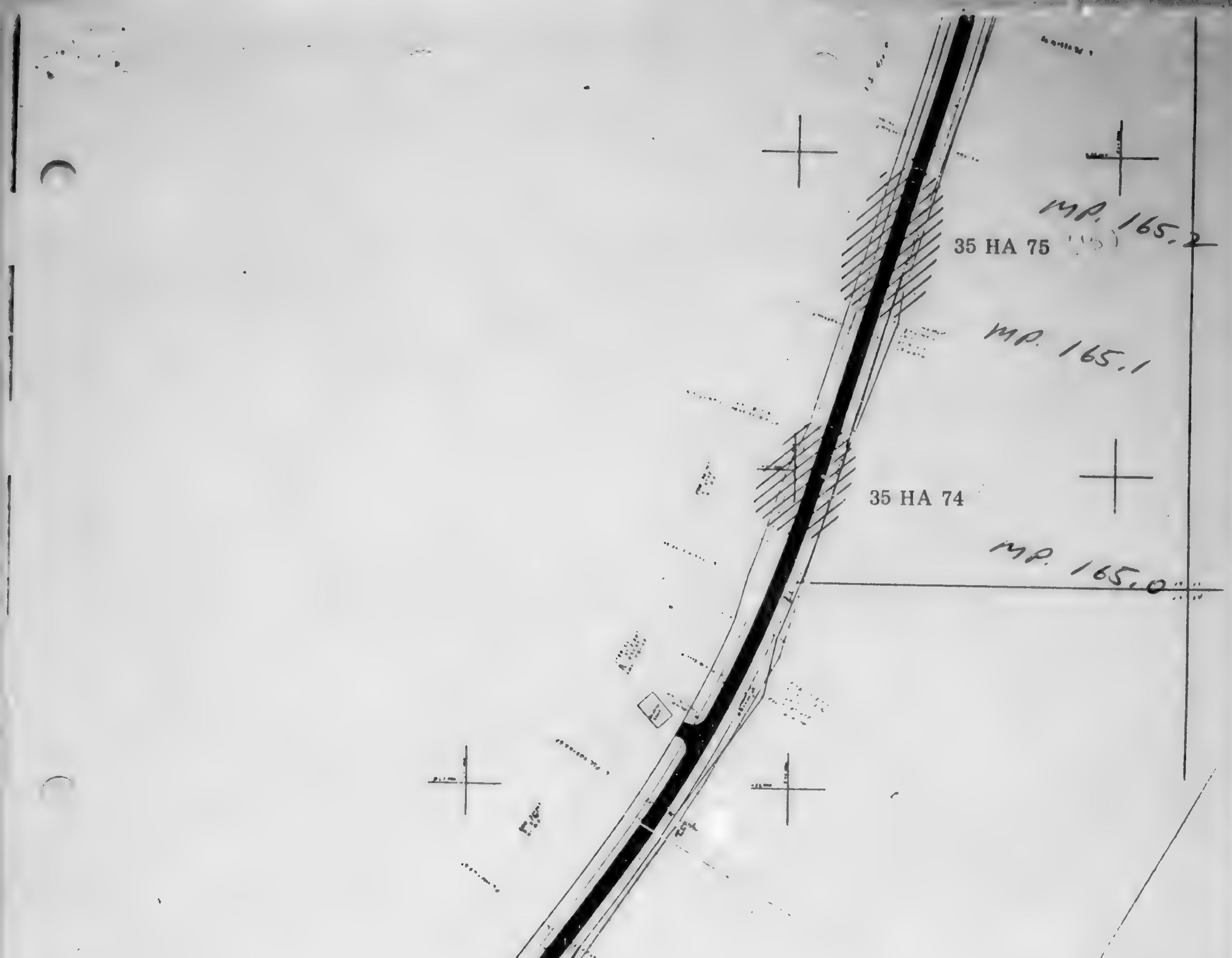
M.P. 165.95
M.P. 165.7

Map 8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35 HA 75
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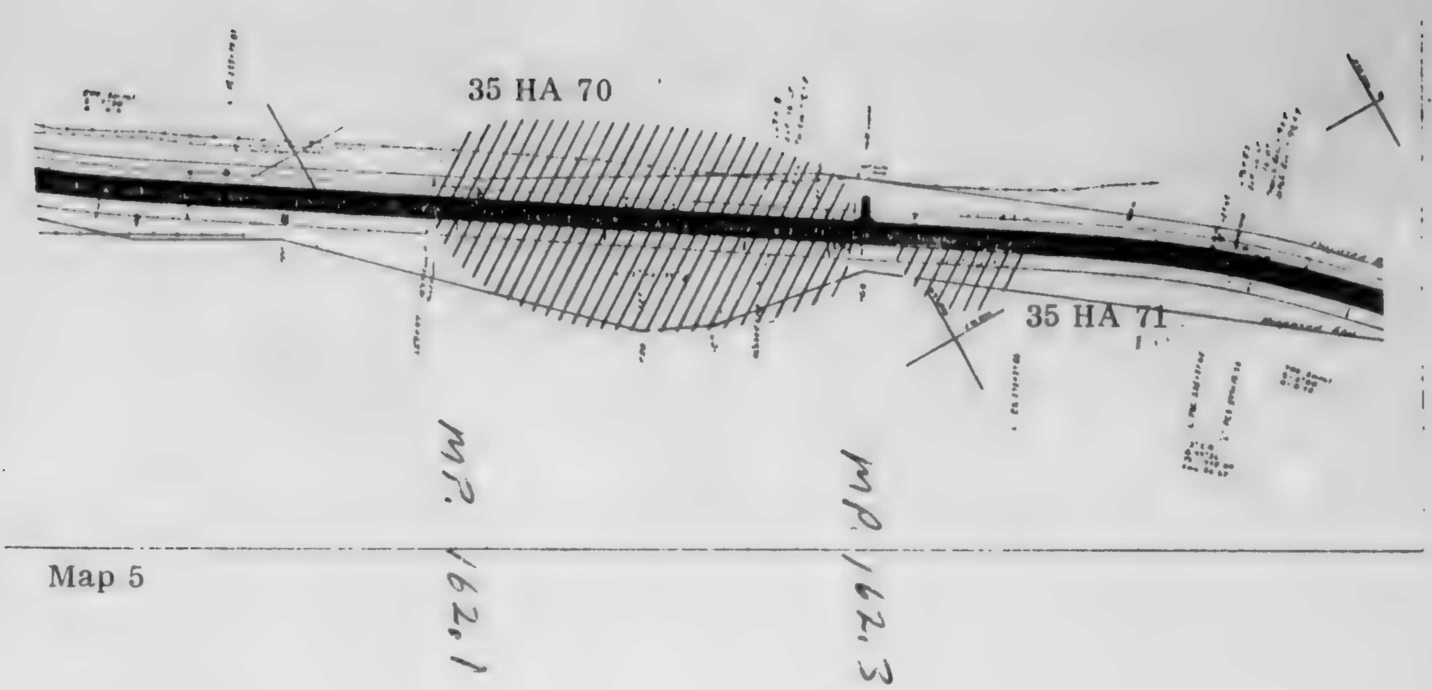
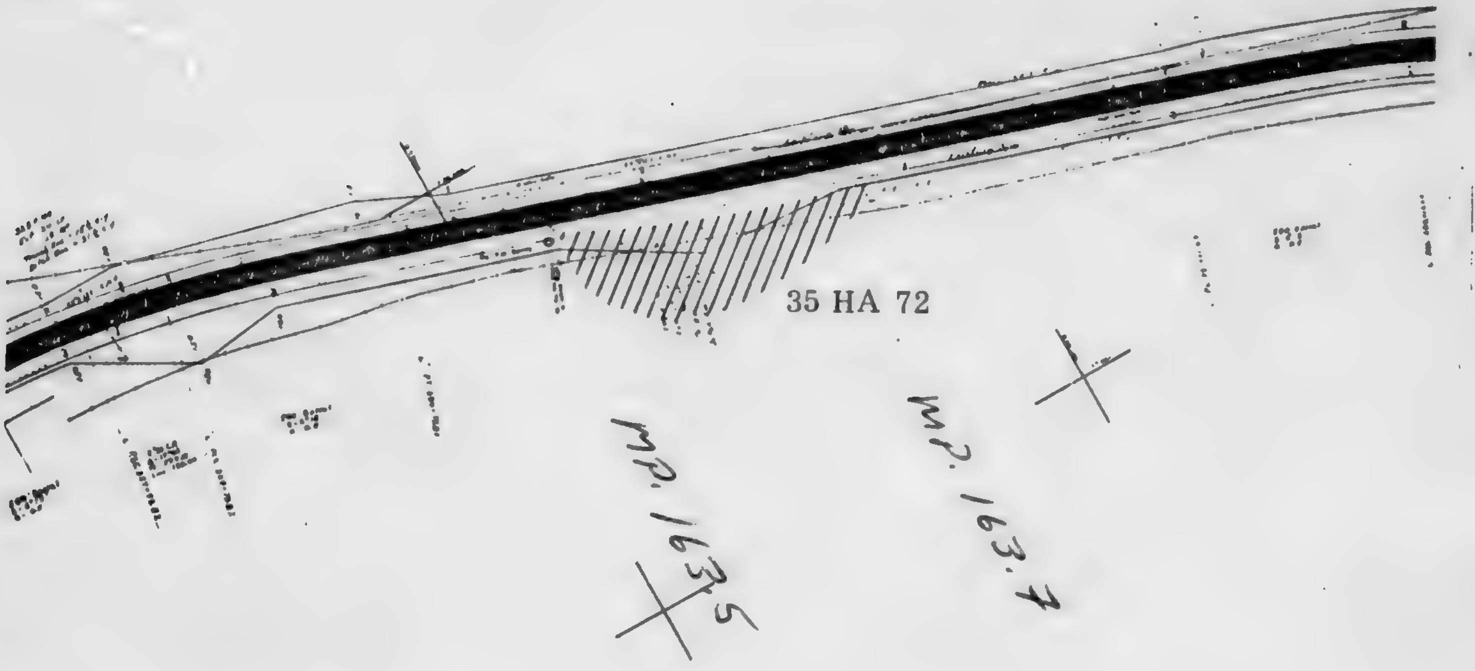
35 HA 74
MP. 165.0
35 HA 73
MP. 164.7

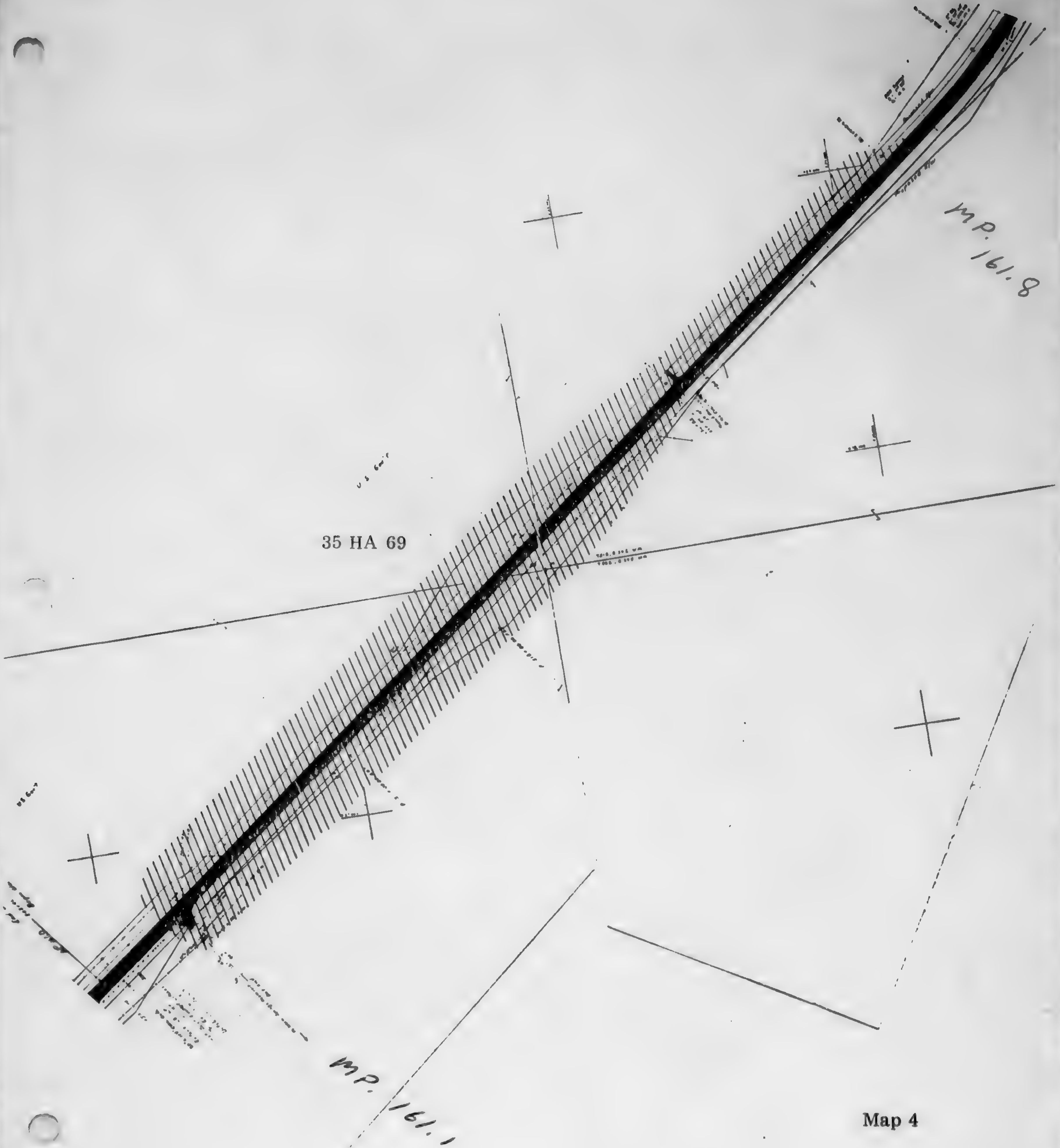
Map 7


35 HA 70
35 HA 71
MP. 162.1
MP. 162.3

Map 5


35 HA 72
MP. 163.5
MP. 163.7

Map 6


35 HA 69
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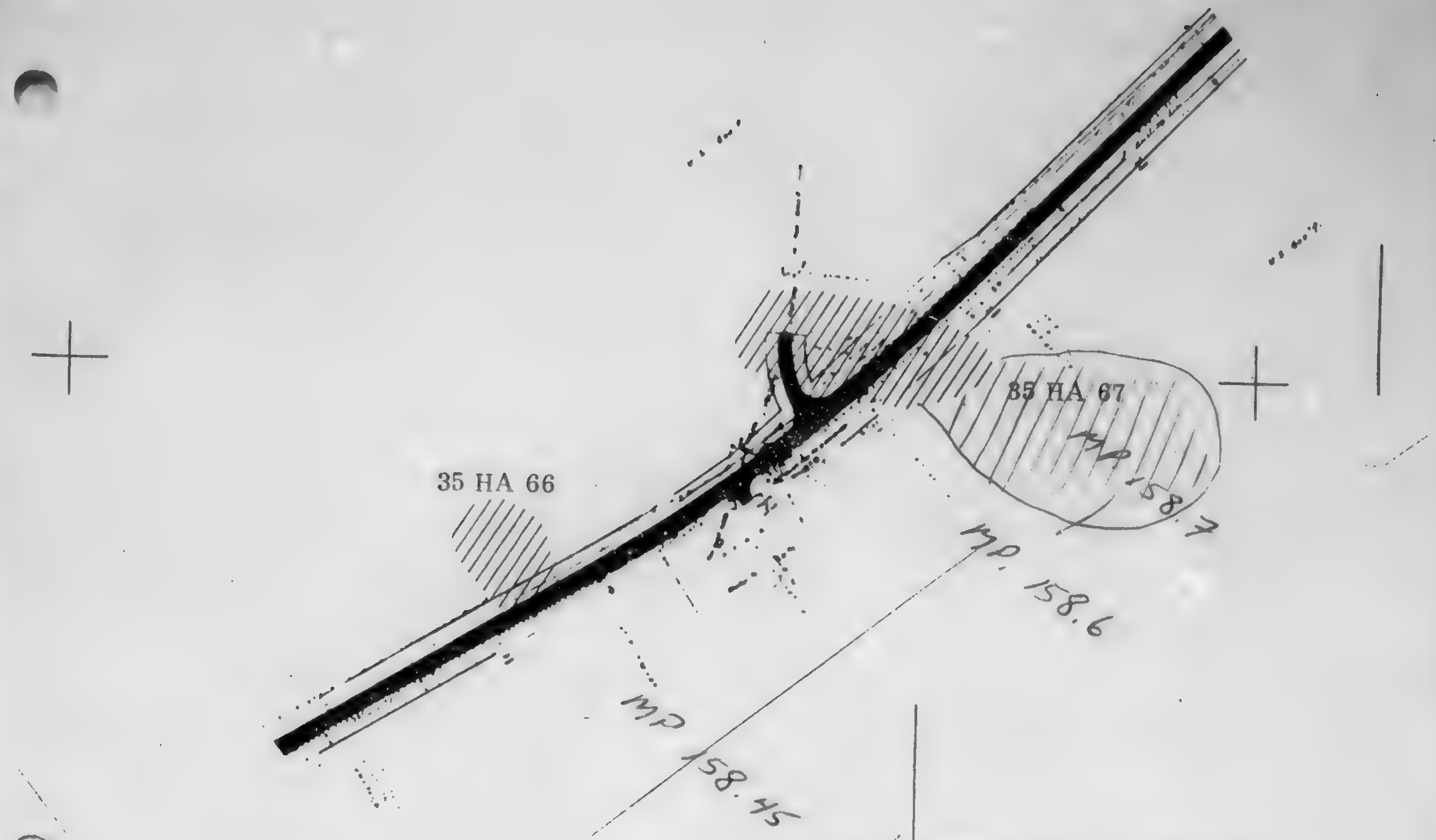
Map 4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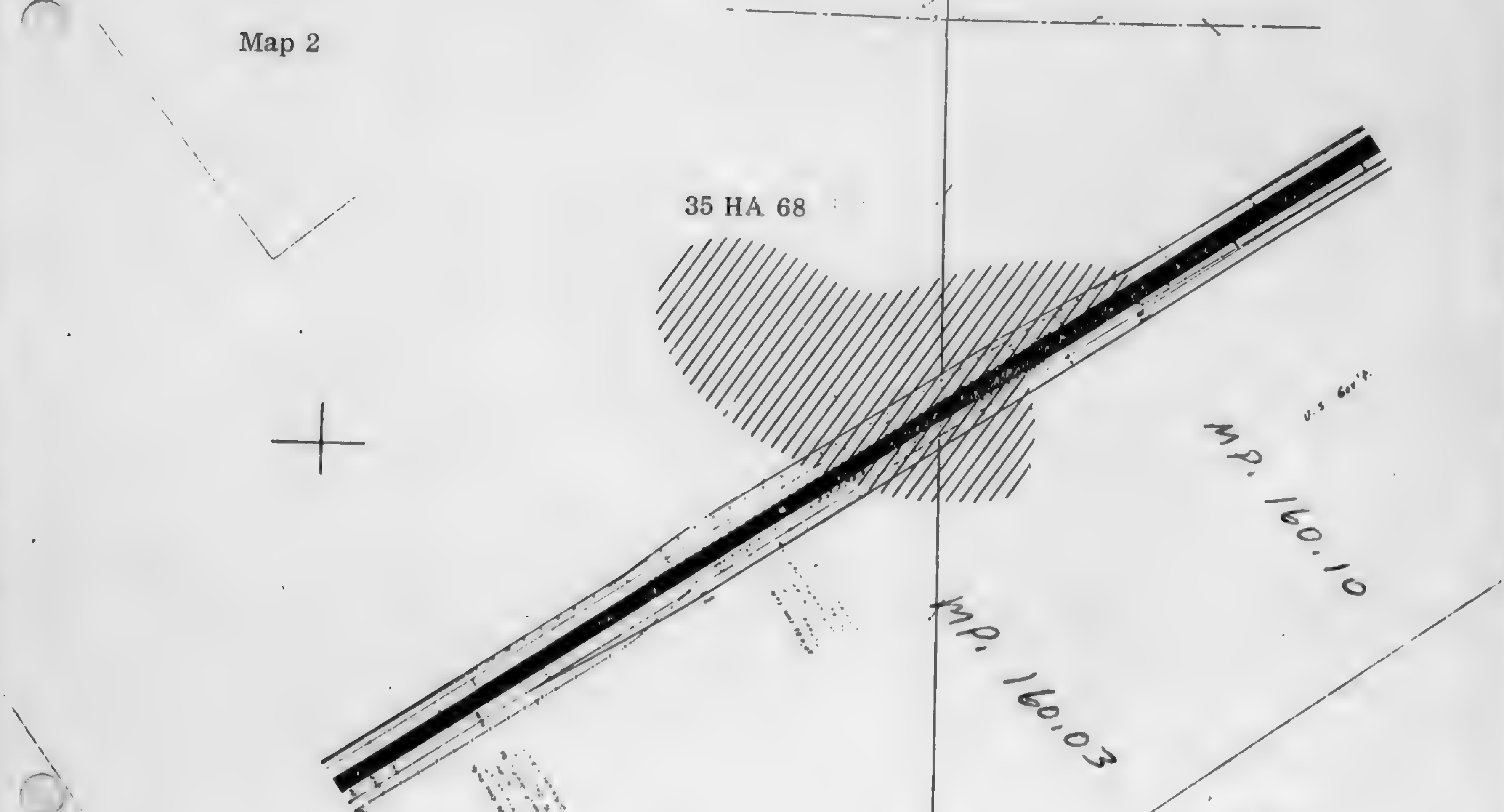
35 HA 67
MP. 158.7
MP. 158.6
MP. 158.45

Map 2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MP. 160.03

Map 3

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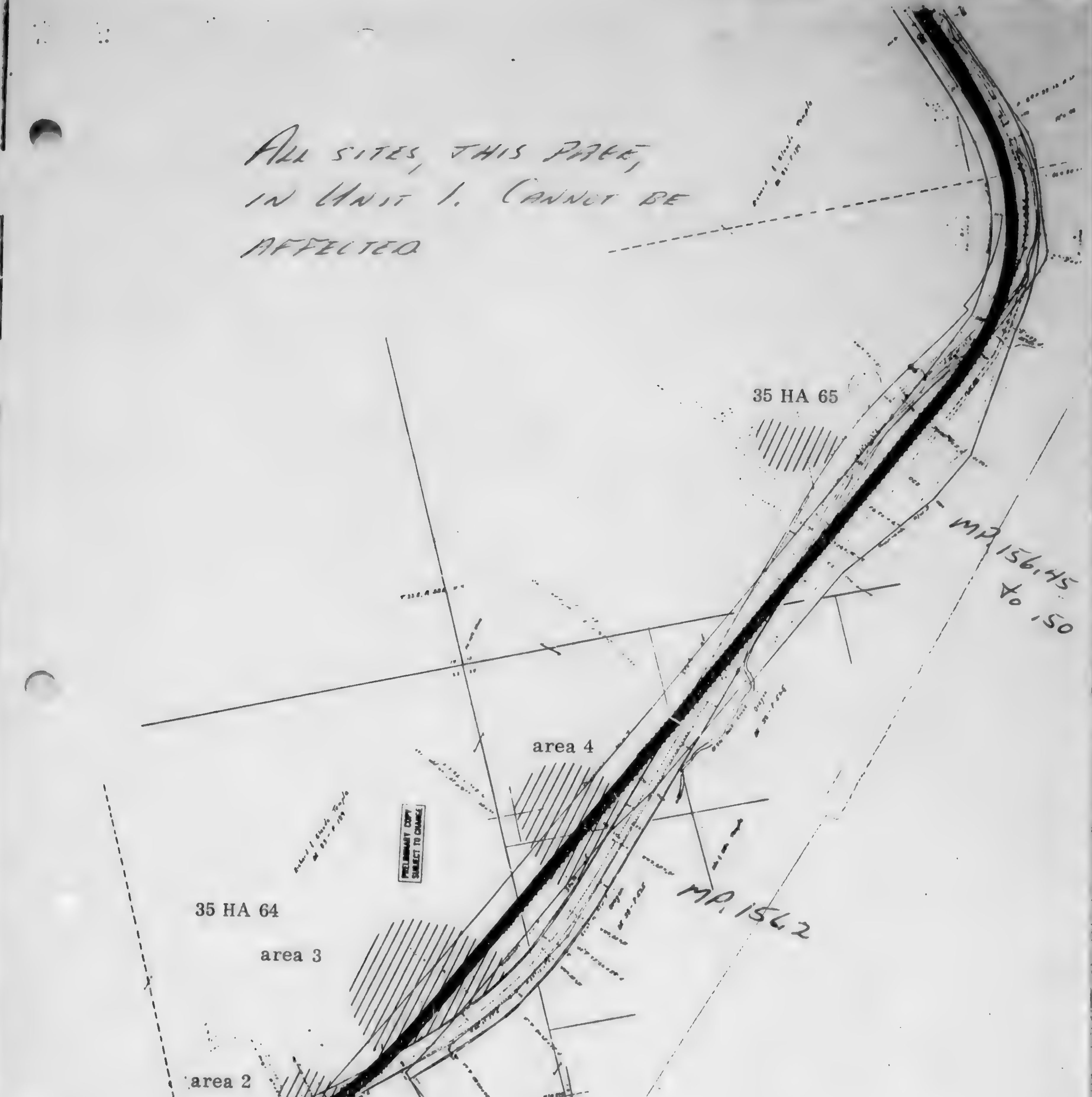
35 HA 65
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35 HA 64
area 3
area 2
area 1
MP 155.8

Map 1

35HA74 - Site on both sides of road in cut. Haul route should use south side of highway.

35HA75 - No problem in using site.

35HA76 - All areas within fence line ok for use. Important portions of site extend south of fence.

In summary, work at most sites will be completed prior to construction. Sites 35HA68, 35HA69 and 35HA70 will be completed by July 1, 1976, but must be avoided in full or part as specified prior to that date.

For cost reasons not all portions of all sites were checked. All areas affected by direct construction have been cleared and those portions which were most likely to be affected by haul routes or staging areas were salvaged. Where recommendation is made as to which side the haul route could be constructed, it was based on terrain considerations or protection of important archeologic materials.

PTD:ss

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
April 7, 1976
Salem, OR 97310

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section PTD

SUBJECT: Buchanan-Beebe Reservoir

TO: Don Trout
Road Design

Archeologic salvage for units 2 and 3 of the above project was largely completed in late March 1976. Some additional work needs to be completed but the Curator of Archeology, Museum of Natural History, Eugene, David Cole, indicated that work could commence subject to certain precautions and restrictions. These are as follows:

Sites: 35HA64 (see attached maps) and 35HA65 - part of unit one. No archeology work done-not part of initial construction phase.

35HA66 - Site on north side of highway on ridge. Haul road should stay on south side of highway.

35HA67 - Site on both sides of road. North side excavated and ok for use as haul road. Extensive additional material found SE of area marked on map. Entire south side of highway needs to be avoided.

35HA68 - South side lowlands excavated and ok for haul road. North side on slope; must be avoided.

35HA69 - Additional salvage required. Very important deposits on north side of highway at foot of cliffs-approximate M.P. 161.4. Haul road must use south side of highway.

35HA70 - Priority one site. Additional salvage needed. Total site must be avoided until after July 1. After this time north side probably ok for haul route.

35HA71 - No problem in using.

35HA72 - Site on south side of road. Additional work needed will be completed prior to construction.

35HA73 - Outside of R/W fence. No problem if contractor stays north of fence.

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102.17 Restrictions on Use of Materials Manufactured Outside of Oregon - Delete this subsection of the Standard Specifications and substitute the following:

102.17 Preference for Oregon Goods and Services - The contractor shall give preference to goods or services that have been manufactured or produced in this State if price, fitness, availability and quality are otherwise equal.

The provisions do not apply to contracts on projects financed wholly or in part by Federal funds.

102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

"Grading and Paving
Pine Creek Road-Beede Reservoir Sec.
Central Oregon Highway
Harney County
April, 1976"

SECTION 104 - SCOPE OF WORK

104.04 Extra Work - Construction items which may be required as extra work to complete the project and which are not covered by the special provisions or listed pay items herein may include, but are not necessarily limited to, the following:

1. Treat Temporary Shoulders with Emulsified Asphalt.

SECTION 105 - CONTROL OF WORK

105.13 Preservation of Historical Objects - There are approximately six areas within the right of way of this project but outside of excavation and embankment slope lines which have archeological and paleontological interest. The contractor shall restrict his activities such that he does not operate equipment thereon or disturb said areas in any way. The exact location of these areas will be determined by the engineer.

SECTION 106 - CONTROL OF MATERIALS

106.03 Furnishing Material from Outside Sources - A prospective source of materials which may warrant investigation and consideration for use by the contractor on this project is as follows:

A State-controlled source located adjacent to and south of the Central Oregon Highway at M.P. 158.

2343 7

Salem, Oregon
April 8, 1976

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

W. E. Schwartz
Region 5 Engineer

Preservation of Historical
Objects
Pine Creek Rd.-Beede Reservoir
Central Oregon Highway
Harney County

Here is a copy of a paragraph from the job specifications and a letter from Pieter T. Dykman, Environmental Section, regarding archeologic materials on this project.

These areas should be staked in the field for the benefit of contractor's bidding the job and to keep the contractor's equipment off the areas during actual construction.

I understand Resident Engineer, Barry Hatcher, has worked with the archeologist and is familiar with these sites. In the last paragraph of Mr. Dykman's letter he states that all areas affected by direct construction have been cleared and those portions which were most likely to be affected by haul routes or staging areas were salvaged. The concern of the archeologists is that construction equipment will be needlessly operated in areas outside the actual construction area and damage archeologic materials.

DLT:jh

cc: Pieter Dykman

1 Versteeg ✓
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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. FLH-4(9)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FLH-16

COUNTY NAME Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO [illegible]
FOR
Info Inves R&D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
4-7-76	4-7-76	Primary Route 31	Primary Route 7

GENERAL LOCATION:
"Pine Creek Road - Beede Reservoir Section"

GENERAL DESCRIPTION OF WORK:
Grade, Drain, High Type Pavement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping	$3,000
Stage Construction Striping	1,500
Temporary Erosion Control	3,500
On the job training	1,600
Adjust snow fence	2,000
Slide correction	25,000
Asphalt on shoulders	3,500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of 11-25-76 and 3-30-76 approved this project for inclusion in the Federal-aid progfam.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 4-2-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,500,000 in federal funds.

A signed copy of the title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2343

PRO 6-2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Oregon Project No. FLH-4(9)
Pine Creek Road-Beede Reservoir Section
Harney County

We are forwarding two copies of revised specifications sheet #2 for Section 105.13 Preservation of Historical Objects and our Research Coordinator's report of archeological salvage for the subject project. Approval of these two documents as applicable to the project is requested based on the following:

As stated in Section 105.13 of the revised specifications, the critical areas are outside the excavation and embankment slope lines, therefore, the construction will not interfere with the salvage operation because the contractor will not have a haul road or be working outside the cut and fill slopes. Any haul necessary will by necessity of economy be down the highway, not in and out of ravines at the right-of-way line.

We feel the project can be constructed in an orderly manner without any delay or additional cost because of the archeological salvage operation.

DAR:ljt
Attachments

cc: J. H. Versteeg ✓
Gary Potter
C. G. Swenson
D. E. Swan

1 Versteeg ✓
Swenson
2 [illegible]

RECEIVED
APR 13 1976
ROAD
DESIGN
SECTION

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Requires Approval ☐
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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Burns, Oregon

April 21, 1976

B. N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

TO: MEMO TO THE FILES

SUBJECT: Weight Limitation
Pine Cr. Rd. - Beede
Reservoir Section
Central Oregon Highway
Harney County

The subject contract is a section that will require an abundance of heavy rock excavation, including some extremely large boulders.

Some of the prospective bidders think that it will be uneconomical to use small hauling vehicles.

All contractors that inquire as to this problem are being informed that they will be required to use vehicles that are capable of hauling legal loads on the existing highway as detailed in the Standard Specifications, Section 105.15 and be responsible for any damage thereto, Section 203.31.

cc: C. T. Keasey
W. E. Schwartz

BNH/hc

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 22 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

4-22-76
cy to Versteeg.
WR

1 Versteeg ✓
Olson
Christensen
Scott
2 Swanson
Savage
Trout
RECEIVED
APR 23 1976
ROAD DESIGN SECTION
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Requires Approval ☐
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8343

7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
May 12, 1976
Salem, OR 97310

FILE:

FROM: Pieter T. Dykman, Research Coordinator
Environmental Section PTD

SUBJECT: Buchanan-Beebe Reservoir Project
Archeological Salvage

TO: Don Trout
Road Design

The archeological salvage work being done within the construction limits on site 35HA70 of the above project will be completed no later than June 21st. Earlier completion is not possible due to manpower shortage for salvage.

All remaining projected work on sites 35HA70, 68 and 69 will be finished by July 1st as originally advised in memo dated April 7, 1976.

PTD:ss

cc: Hal Versteeg
Gary A. Potter

1 Versteeg ✓
Olson
2 Christensen Do
Scott
3 Swenson
Savage
Copy Trout

RECEIVED
MAY 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Other

Pine Creek Road-Beede Reservoir Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

Type 1-G Fence	63,500	lin.ft.	0.55	34,925.00
Extra for Asphalt Approaches	7	only	200.00	1,400.00
Paved Culvert End Slopes	1,300	sq.ft.	6.00	7,800.00
28-foot Cattle Guards	1	only	7,500.00	7,500.00
Delineators	250	only	15.00	3,750.00
Roadside Seeding and Mulching	47	acres	300.00	14,100.00
				$2,055,918.75

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,000.00
Stage Construction Striping (S.F.)	All Required	1,500.00
Temporary Erosion Control (E.W.)	All Required	3,500.00
On-the-Job Trainees (2 @ $800)(E.W.)	All Required	1,600.00
Adjust Snow Fence (E.W.)	All Required	2,000.00
Slide Correction (E.W.)	All Required	25,000.00
Emulsified Asphalt on Shoulders (E.W.)	All Required	3,500.00
		$ 40,100.00
	Subtotal	$2,096,018.75
	Engineering	313,981.25
	Total	$2,410,000.00

Length of Project . . . . 7.575 Miles

Cost of Roadway Per Mile $318,151.81

Retained in Program Status
(Not included in total below)

Permanent Signing (S.F.)	All Required	$ 2,500.00

Federal Funds $2,410,000.00

Group 1	100%
Contract No.	8343
Prefix No.	13-1055

Oregon State Highway Division
Salem, Oregon, May 19, 1976

Federal-Aid Project
No. FLH-4(9)

Pine Creek Road-Beede Reservoir Section
Central Oregon Highway
Harney County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1267+55.72 thru Eq. 1284+77.63 = 61+55 to Sta. 447+00)

Furnish Field Laboratory	1	only	2,000.00	$ 2,000.00
Mobilization	All	Required		175,000.00
Temporary Protection and Direction of Traffic	All	Required		25,000.00
Temporary Signs	520	sq.yds.	3.00	1,560.00
Flagmen	2,500	hours	15.00	37,500.00
Pilot Car	200	hours	20.00	4,000.00
Clearing and Grubbing	All	Required		25,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
Ditch Excavation	210	cu.yds.	6.00	1,260.00
General Excavation	308,650	cu.yds.	1.90	586,435.00
Overhaul	12,120	C-yd. Sta.	0.50	6,060.00
Trench Excavation	320	cu.yds.	10.00	3,200.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Watering	3,840	M-gals.	6.00	23,040.00
Bituminous Base Mixture	25,200	tons	5.75	144,900.00
Asphalt in Bituminous Base Mixture	1,390	tons	81.00	112,590.00
Plant Mix Aggregate Base	70,600	tons	3.25	229,450.00
Class "B" or Class "C" Asphalt Concrete Mixture	27,000	tons	5.75	155,250.00
Class "C" Modified Asphalt Concrete Mixture	16,800	tons	5.75	96,600.00
Asphalt Cement in Mixture	2,930	tons	81.00	237,330.00
Portland Cement Additive in Class "C" Modified Mixture	170	tons	75.00	12,750.00
Asphalt in Tack Coat	45	tons	150.00	6,750.00
18-inch Culvert Pipe	624	lin.ft.	13.00	8,112.00
24-inch Culvert Pipe	904	lin.ft.	17.00	15,368.00
36-inch Culvert Pipe	80	lin.ft.	40.00	3,200.00
Guard Rail, Type 2	6,575	lin.ft.	5.25	34,518.75
Guard Rail, Type 2A	600	lin.ft.	6.75	4,050.00
Guard Rail Anchors, Type 1	10	only	300.00	3,000.00
Guard Rail Anchors, Type 2	4	only	300.00	1,200.00
Rail End Pieces, Type C	11	only	120.00	1,320.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8323

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-213	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Harney Project No. FLH-4(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, 3.2 mi. E. of Buchanan, E. 7.57 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	7.575
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 2,410,000	FEDERAL FUNDS $ 2,410,000

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator MAY

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

August 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
H. S. Coulter
Highway Engineer

SUBJECT Transfer of Public Lands Highway Funds

Oregon received an allocation of $1,540,000 for F.Y. 1975 for the Hogback Summit-Lake Abert Section of U.S. 395, FLH-RS-1(7). Because of a favorable bid, the project agreement was written for $1,113,437. Your Washington office deducted $250,000 leaving a balance of $176,563.

Oregon also received an allocation of $2,500,000 for F.Y. 1976 for the Pine Cr. Rd.-Beede Reservoir Section of U.S. 20, FLH-4(9). Because of a favorable bid, the project agreement amount was $2,410,000, leaving a balance of $90,000.

Oregon has now received an allocation of $2,500,000 for F.Y. 1977 for the North Unit, Pikes Ranch-Valley Falls Section of U.S. 395. The current estimated cost for this 8-mile section is $3,000,000. Our request for this project estimated the cost at $3,055,000.

Our unobligated balance from the F.Y. 1975 and F.Y. 1976 allocations is $266,563. We request that a transfer of this amount be made to the F.Y. 1977 allocation for the North Unit, Pikes Ranch-Valley Falls Section. This would permit us to construct the project more nearly as originally designed and intended in our application.

Your concurrence and approval is recommended.

DES:md

cc: F. B. Klaboe
L. W. Rulien
F. E. Terpin
J. H. Versteeg
E. S. Hunter

Alternate 2
Form 81-734-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Project: Pine Creek Road - Beede Reserve (West Extension)
Highway: Central Oregon
County: Harney
Alternate # 2
Summary of Quantities
& Estimate of Cost
1236+00"C" — 1262+02"C" / 1260+00"TC"

Item	No.	Item	Quantity	Unit	Unit Price	Amount	
	1	Temporary Signs	128	Sq. ft	$ 3.00	$ 384.	00
	2	Flagmen	104	Hr	15.00	1,560.	00
	3	Pilot Car	16	Hr	20.00	320.	00
	4	Removal of Guard Rail	625	lin. ft.	1.75	1093.	75
	5	General Excavation	172	cu. yd.	5.00	860.	00
	6	Plant-Mix Macadam Base	57	Ton	3.25	185.	25
	7	Class "B" or Class "C" Asphalt Concrete Mixture	957	Ton	5.75	5,502.	75
	8	Class "C" Mod. Asphalt Concrete Mixture	788	Ton	5.75	4,531.	00
	9	Asphalt Cement in Mixture	117.5	Ton	81.00	9,517.	50
	10	Portland Cement Additive in Class "C" Mod. Mixture	1.52	Ton	75.00	114.	00
	11	Asphalt in Tack Coat	1.94	Ton	150.00	291.	00
	12	Guard Rail, Type 2	650	lin. ft.	5.70	3,705.	00
	13	Guard Rail, Type 2A	100	lin. ft.	7.38	738.	00
	14	Guard Rail Anchors, Type 1	2	each	315.00	630.	00
	15	Rail End Pieces, Type C	2	each	127.75	255.	50
	16	Delineators	38	each	15.00	570.	00
	17	Permanent Signs	36	sq. ft	14.51	522.	36
			Total =			$ 30,780.	11
		Note: Additional Guard Rail					
		Flagmen	16	Hr	15.00	$ 240.	00
		Guardrail, Type 2	775	lin ft	5.70	4417.	50
		Guard Rail Anchor, Type 1	1	each	315.00	315.	00
		Rail End Piece, Type C	1	each	127.75	127.	75
			sub total =			$ 5,100.	25
							✓
			Grand total =			$ 35,880.	36

Alternate #1
Form 81-234-3049X

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Project: Pine Creek Road – Brede Reservoir (West Extension)
Highway: Central Oregon
County: Harney

Alternate #1

Summary of Quantities
& Estimate of Cost

1236+00 "C" — 1262+02 "C" / 1260+00 "TC"

Item	No.	Item	Quantity	Unit	Unit Price	Amount	
	1	Temporary Signs	128	sq. ft.	$3.00	$384.	00
	2	Flagmen	72	Hr.	15.00	1080.	00
	3	Pilot Car	8	Hr.	20.00	160.	00
	4	Removal of Guard Rail	625	lin ft.	1.75	1093.	75
	5	General Excavation	172	cu yd	5.00	860.	00
	6	[illegible]	57	Ton	3.25	185.	25
	7	Class "B" or Class "C" Asphalt Concrete Mixture	957	Ton	5.75	5,502.	75
	8	Asphalt Cement in Mixture	62.5	Ton	81.00	5,062.	50
	9	Asphalt in Tack Coat	0.42	Ton	150.00	63.	00
	10	Guard Rail, Type 2	650	lin. ft.	5.70	3,705.	00
	11	Guard Rail, Type 2A	100	lin. ft.	7.38	738.	00
	12	Guard Rail Anchors, Type 1	2	each	315.00	630.	00
	13	Rail End Pieces, Type C	2	each	127.75	255.	50
	14	Delineators	38	each	15.00	570.	00
	15	Permanent Signs	36	sq. ft	14.51	522.	36
				Total	=	$20,812.	11
		Note: Additional Guard Rail					
		Flagmen	16	Hrs	15.00	$240.	00
		Guard Rail, Type 2	775	lin ft	5.70	4,417.	50
		Guard Rail Anchor, Type 1	1	each	315.00	315.	00
		Rail End Piece, Type C	1	each	127.25	127.	75
				Sub Total	=	$5,100.	25
				Final Total	=	$25,912.	36

The second estimate, in addition to the items detailed above, reflects the cost of overlaying the entire section (existing pavement and new A.C. shoulders) with 1½" of Class "C" Modified A.C.. It also shows, as an additional item, the same guard rail extension as mentioned above.

We have used the same or updated prices as the unit bid prices for the same items included in the contract work. The other item prices were obtained from the Cost Analysis Section. It may be cheaper to do some of this work on a force account or equipment rental basis. At any rate, we'll never get it done any cheaper as when the contractor is sitting right on top of it, as one is now.

ENH/kf

✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Burns, Oregon

December 21, 1976

☐ RE ☑ RCE ☐ RBE ☐ RME
☐ FILE:
☐
DEC 22 1976
☐ RDE
RECEIVED ☐
REGIONAL OFFICE

B. N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

TO: W. E. Schwartz
Regional Engineer

LAGRANDE

SUBJECT: West Transition Extension
Pine Cr. Rd. -
Beede Res. Section
Central Oregon Highway
Harney County

Please find herewith the information and photographs that you requested concerning the dangerous curve that lies just west of the beginning of the Pine Cr. Rd. - Beede Reservoir Section which is currently under construction.

A good deal has been said or written about this particular curve at M.P. 157.5. Its horizontal curvature is 12° and it lies on a 5½% grade. The wreckage and debris scattered along the toe of the fills from this curve on to M.P. 158 on the left attest to the number of accidents that have occured at or near this location. (see photos and notes on back thereof)

We have worked up two estimates for improvement; not to completely correct, but to ease the severity of the transition from the newly constructed section into and around this hazardous curve. The first (and cheapest) shows the estimated cost for cutting out 4" next to the existing pavement from the end of the contract project on down around the curve and backfilling with 4" of A.C. to get a full 32 feet of paved width. This will include patching around the inside of the curve to reduce the superelevation in the uphill lane. It also includes removing the old guard rail, replacing it with current standard guard rail, end pieces, anchors, and extending it uphill and downhill so that proper flares may be added and it will cover previously open areas where vehicles had a tendency to go over the edge. In addition, it includes two new signs to be placed in advance of the curve. One 48" x 60" curve left with 16" numerals depicting the safe speed and a 48" x 48" "Slow" sign preceding it. The "Slow" sign is no longer standard, but I believe that this condition warrants having it. The standard curve right sign going uphill is satisfactory as it is. All the accidents occur going downhill. The existing curve signs presently have a 40 M.P.H. rider. I also propose a "Hill" sign with the truck on the incline legend, but this can be included on the present contract job as it would be placed within the limits of the project. In addition, the estimate shows the cost of extending the guard rail to be constructed on the contract project on down the hill to the next cut so that the high fill that it is presently scheduled to end on can be completely protected.

AASTO DESIGN GUIDE Lines

Sixth Draft
R-R-R
Page 9

Rec'd from Versteeg Oct 1-1976

It is important when considering a R-R-R project for a section of highway to consider the geometric conditions beyond the portion to be improved. Every attempt should be made to maintain a uniformly safe running speed for a significant segment of highway. It may be poor policy to upgrade a portion of the road to permit high speed travel if there are adjacent seriously substandard portions that will not be reconstructed soon to a higher standard. Consideration should be given to transition sections between portions of a highway having different design speeds.

Stinkinguest

Pavement and Shoulder Widths

Since travel lanes are more important, the maximum lane width should be obtained before considering increased shoulder width. Improving pavement width should always be considered as part of a R-R-R project. Shoulders may be reduced in width to obtain wider pavement width where additional right-of-way is not available.

From Transportation News

What roadside hazards are most dangerous? According to researchers for the Insurance Institute for Highway Safety, more than 17,000 deaths occur in the U.S. each year as a result of single vehicle collisions with unyielding obstacles along the roadside. The most dangerous locations have road curvatures greater than 6 degrees combined with downhill approach gradients of 2 percent or steeper. Copies of the study may be obtained by writing "Priorities for Roadside Hazard Modification," Insurance Institute for Highway Safety, Watergate Six Hundred, Washington, D.C., 20037.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 2[illegible], 1976

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

Dale D Allen

TO: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT: Transition Section
Pine Cr. Rd.-Beede Reservoir
Section

This letter is to request prior approval of a P.A. to upgrade the west transition section on the above project. This improved transition section would extend the project limits 2,602 feet to Station 1236+00 "C".

Enclosed are cost estimates for two alternatives.

Alternative 1 Upgrade guardrail to Type 2A with flares, pave shoulders, delineators and shoulder stripe, and upgrade signing. Estimated cost is $25,912.

Alternative 2 Upgrade guardrail to Type 2A with flares, pave shoulders, 1½ "C" modified overlay, delineators and shoulder stripe, and upgrade signing. Estimated cost is $35,880.

We recommend Alternative 2 because the thin overlay will allow us to restore the correct superelevation, provide a better skid-resistant surface and eliminate possible rough cold joints if only the shoulders are paved.

We believe there is considerable justification for this improvement. First, the draft A.A.S.H.T. design guidelines (enclosed) point out the importance of safe transition sections. Second, highway publications (enclosed) have recently said that the most dangerous highway locations are where the curvature exceeds 6^{o} and the grade is steeper than 2 percent. At the west end of the section, the grade is 5½ percent and the curvature is 12^{o}. Third, the curve has poor exposure due to a high rock cut on the south side and the fact that it is on a high fill. Often this curve will be the first isolated frosty section on a curve westbound traffic will encounter from Drinkwater summit (20 miles east). Last, Harney County Judge Dale White and local citizens have become concerned that we would improve a 7.8 mile section of highway and disregard the curve they feel is the most hazardous.

The suggested improvement is a minimum improvement but one that should improve the safety of the transition section until such time as this entire section to Buchanan can be improved. This work should not require any increase in the contract authorization.

DDA/dlm
Enclosures

cc: Barry Hatcher

Routing
1 Keasey K
2 Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
DEC 30 1976
CONSTRUCTION
SECTION

9343

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 3, 1977

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Transition Section
Pine Creek Rd.-Beede Reservoir Section
Central Oregon Highway

I am forwarding herewith a request from Dale Allen for approval of a price agreement extension on the west end of the subject FLH project of 2,600 feet. This project extension would improve a dangerous curve which has been the scene of a number of accidents and which is of considerable concern to Harney County officials and local citizens.

If FLH or other funding is available for this extension, and if you approve, I will ask the region to submit the information necessary for a program change.

I recommend that if this extension is approved that we go with Alternate 2 estimated to cost $35,880.

CTK:fr

Att.

cc: Dale Allen

Orig - Keasey
1-6-77

APPROVED
E S Hunter
DEPUTY STATE HIGHWAY ENGINEER
Date 1-5-77

If as stated work can be accomplished within contract authorization

RECEIVED
STATE HWY ENGR
JAN 4 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE)
Jan. 7, 1977 ISSUE DATE
Feb. 7, 1977 MATURITY DATE
$ 115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 115000 dol's 00 cts DOLLARS

TO * * * * *BABLER BROS INC. * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS)
(CITY)
Portland, Oregon 97202 (STATE) (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  No.__________
  Br.__________
- ☐ Deposited to Savings
  No.__________
  Br.__________
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No.
93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J.
(AUTHORIZED SIGNATURE)

11-2294 2/76

No. [illegible] 271741

NON NEGOTIABLE CERTIFICATE OF DEPOSIT

5 %	Jan. 7, 1977	Feb. [illegible], 1977	$ 100,000.00
(RATE)	ISSUE DATE	MATURITY DATE	

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF 100000dols 00cts DOLLARS

TO # # # # #BABLER BROS INC. # # # # # # # # # # # # #

4617 S.E. Milwaukie		Portland, Oregon	97202
(ADDRESS)	(CITY)	(STATE)	(ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No.
  - Br.
- ☐ Deposited to Savings
  - No.
  - Br.
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.
93-0374164

INTEREST
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AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)
THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens BRANCH (NO.) 20
(ISSUING BRANCH) (AUTHORIZED SIGNATURE)

11-2734 2/76

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

144602

Branch CITIZENS No. 20

DATE 17-8-76

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't
- ☐ CR. SVNG. Acc't
- ☐ Remit

Assignment to Oregon State Highway Attached

DEPOSITED BY L. [illegible]

AUTOMATIC RENEWAL

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within [illegible] days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

(AUTHORIZED SIGNATURE)

11-2204 2/76

144602

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch CITIZENS No. 20

DATE 11-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of

BABNER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY I. T[illegible]

Assignment to Oregon State Highway Attached

$115,000.00	TCD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491)
$100,000.00	TCD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492)
$100,000.00	TCD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580)
$115,000.00	14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581)
$100,000.00	14 271741 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653)
115,000.00	14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144599

Branch [illegible] No. 10

DATE 10-27-76

For The Account of
[illegible] BROS INC.
[illegible]
[illegible], Oregon 97202

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

[illegible]

DEPOSITED BY L. Taylor

$55,000.00	TCD 14 00271545 dated 10-27-76 due 11-26-76 @5%(ren 14 271442)
$5,000.00	TCD 14-0271630 dated 11-26-76 due 12-27-76 @5% (ren 14-271543)
$55,000.00	TCD 14-00271632 dated 11-26-76 due 12-27-76 @5% (ren 14-271545)
$5,000.00	TCD 14 271697 dated 12-27-76 due 1-26-77 @5% (ren 14 271630)
$55000.00	TCD 14 271699 dated 12-27-76 due 1-26-77 @5% (ren 14 271632)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

Branch Record Copy

RECEIVED
30 1976
CONTRACT ACCOUNTING

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

8342

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

Rec. No.	Original TCD	Amount	Replacement TCD
144599	271630	$ 5,000	271697
144599	271632	55,000	271699
144602	271653	100,000	271741
144602	271654	115,000	271742

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

Contract	Prior Total	This Transaction	TCD	New Total
8081	$ 35,000	No change		$ 35,000
8192	115,000	$ 10 ,000	271699	125,000
8203	30,000*	No change		30,000
8235	90,000	(20,000)	271699	
		(15,000)	271741	
		(30,000)	271742	25,000
8343	-0-	10,000	271699	
		15,000	271741	
		30,000	271742	55,000
8375	30,000	No change		30,000

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

NOTED
C. W. HEAD

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

By ______________________
James J. Kinns, Contract Payments Executive

JJK:mm C.W. Head

8343

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 1, 1977

FILE: CON 5 #8343

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: J. H. Versteeg
L. W. Rulien

SUBJECT: Extension of Project Limits
Pine Creek Road-Beede Reservoir
Contract No. 8343 FLH-4(9)

NOTED
E. S. HUNTER

Attached is information on the subject project submitted by Region 5. This is a request for project extension and will require a program revision with the FHWA.

A price agreement is being prepared and will be submitted as soon as it is received.

Please start the machinery in motion for this added work.

CTK:fr

Att.

cc: E. S. Hunter
Dale Allen

RECEIVED
STATE HWY ENGR
MAR 1 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT **DEPARTMENT OF TRANSPORTATION**

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project FLH-4(9)
Stinkingwater Pass - Beede Reservoir Section
Allocation of Public Lands Funds

DATE: November 20, 1975

In reply refer to: 1041AD/710.16

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have been advised that $2,500,000 of Fiscal Year 1976 Public Lands funds has been allocated to Oregon for the construction of Project FLH-4(9) on Central Oregon Highway (US 20). As soon as we receive from our Washington Office the FHWA Form 370 - Advice of Funds Available for Obligation - we will process the program papers and obligate the funds.

cy 4-5

The above project should be advanced to construction prior to October 1, 1976. If it appears that the project cannot be authorized prior to that date, this office must be notified. The Public Lands Funds allocated are eligible only for work on a Federal-aid route within designated Public Lands.

You should be aware that additional Public Lands funds may not be available to permit exceeding the allocated amount. Therefore, you should proceed under the assumption that additional Public Lands funds for the approved project will not become available. If there is an excess of funds after the project is placed under agreement, these shall be returned.

G. L. Green

cy Klaboe 11-21

RECEIVED
STATE HWY ENGR

NOV 21 '75

REFER TO
Rubin - Wolfe - Keosey.
Potter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

NOTED
E. S. HUNTER

Lets contract
in Feb. or March.

OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: March 4, 1977

FROM: L. [illegible]
Program Management Engineer

SUBJECT: Stinkingwater Pass-Beede Reservoir Section
Oregon Project No. FLH-4(9)

The subject project has a $35,800 underrun. It has been suggested we extend the project to the west to improve safety conditions through a hazardous curve to utilize the 100% Federal Lands Highway funding. The law governing the expenditure of FLH funds restricts the use of these funds outside of Public Lands.

We have discussed the situation with FHWA personnel and have reached the conclusion that the area involved in the proposed improvements is not eligible for FLH funding.

We checked the right-of-way records on both ends of the project and find they end at lands in private ownership. It appears that if the funds cannot be used within the limits of the project that they should be released as set forth in G. L. Green's memo dated November 20, 1975, a copy is attached.

DAR:md

cc: C. T. Keasey, w/attach.
J. H. Versteeg, w/attach.

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Orig — [illegible]
FOR
Info Inves R/D D/R Sen Act File

NOTED
E. S. HUNTER

cy Keasey
Versteeg
3-7-77

125-1387

5342

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 8, 1977

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Extension of Project Limits
Pine Cr. Rd.-Beede Reservoir

The subject extension requested in your letter to J. H. Versteeg and L. W. Rulien, dated March 1, 1977, is not eligible for F.L.H. Funding.

Mr. L. W. Rulien notes this in his letter to E. S. Hunter, dated March 4, a copy of which is attached for your reference.

We are returning herewith the field data and mylar plan sheet for the proposed extension.

WHS:az
cc: E. S. Hunter
L. W. Rulien

NOTED
E. S. HUNTER
1

RECEIVED
STATE HWY ENGR
MAR 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8 3 [illegible] 18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: CON 5 #8343

March 11, 1977

FROM: C. T. Keasey Keasey
Construction Engineer

TO: W. E. Schwartz
Regional Engineer

Attention: Dale Allen

SUBJECT: Pine Cr. Rd.-Beede Reservoir Section
Central Oregon Highway
FLH-4(9) Contract No. 8343

I am returning herewith the plan and estimate data submitted for the proposed extension of the subject project.

This proposal has been discussed with the FHWA and it has been determined that both ends of the existing contract project fall on private property outside the limits of eligible FLH funding. No other funding is available at this time for this extension.

The request for extension of the project must therefore be denied.

CTK:fr

Att.

cc: E. S. Hunter

NOTED
E. S. HUNTER
1

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. FLH-4(9)

STATE [illegible]CT NO. See below

COUNTY NAME Harney

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. FLH-16
RF-127

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 20 '77
REFER TO
Swan
FOR
Info Inve R/D D/R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-31-77

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 7

GENERAL LOCATION:

"Pine Creek Road-Beede Reservoir Section"

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION · ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION · PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4-1-77 letter, this will confirm verbal authorization of Mr. R. A. Nichols of this office approving the extension and joint funding of the subject project at an additional cost of $40,000 - Federal funds $34,320 and authorization to proceed with the additional work.

DATE 4-1-77

SIGNATURE OF APPROVING OFFICIAL Valach

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

S-13

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

	Prior Allocation			New Allocation	
Contract	Amount	TCD	Change This Transaction	Amount	TCD
8081	$35,000	271918	-0-	$35,000	271994
8192	60,000	271917	(50,000)	10,000	271995
8235	25,000	271917	-0-	25,000	271995
8343	30,000	271917	-0-	30,000	271995
	25,000	271918	-0-	25,000	271994
	15,000	271939	-0-	15,000	271939
	70,000			70,000	
8375	30,000	271918	-0-	30,000	271994
8439	5,000	271918	-0-	5,000	271994
	10,000	271939	-0-	10,000	271939
	15,000			15,000	

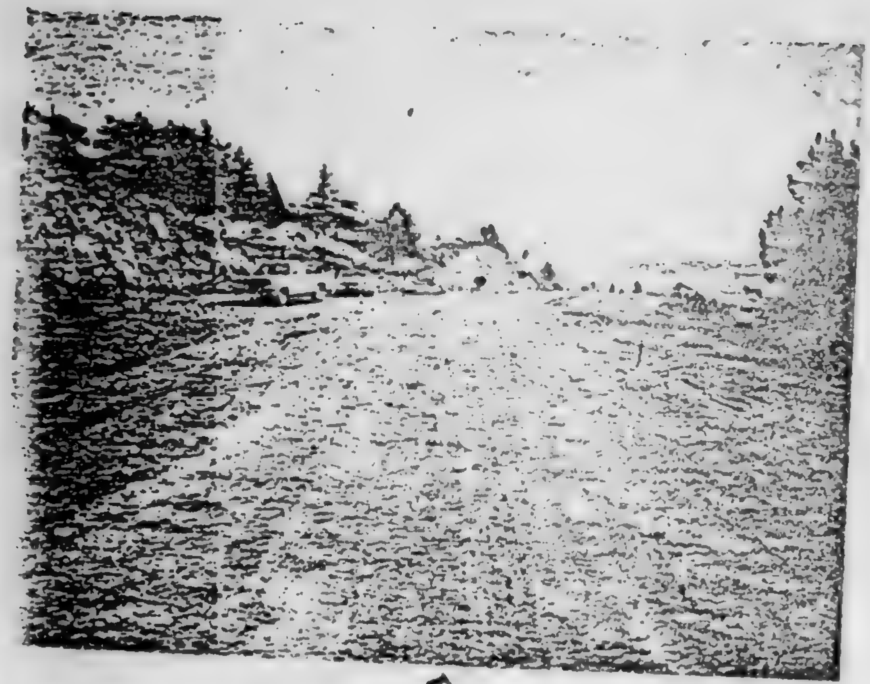
Vernon E. Skoog
Controller

by____________________
James J. Kinns
Contract Payments Executive

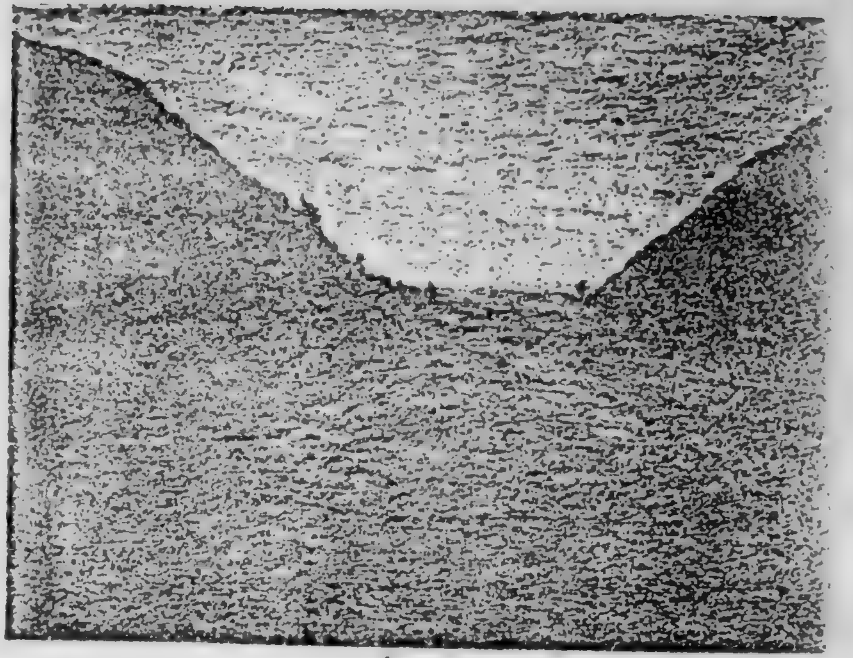
JJK:mm

cc: Babler Bros.,Inc.

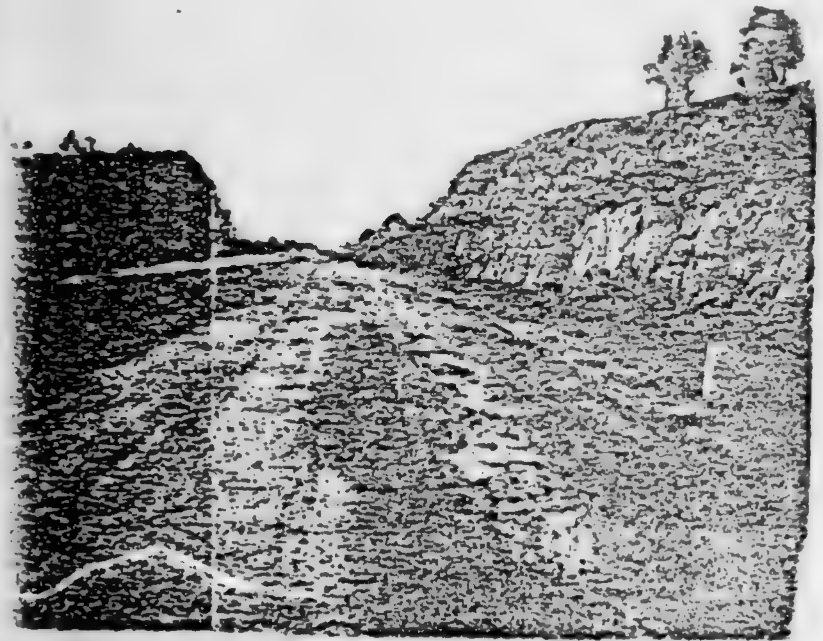
bc: C.W.Head
R. Church
C.W. Barrett(Att.)



ooking Easterly, just ahead of accident scene



Looking Easterly toward accident scene



oking Westerly toward Accident cene

Traffic Accident Report
GOURLEY, CALVIN EDWARD
HAUTH, DONALD JOHN

3-26-77

STATEMENTS:

Calvin Edward Gourley, Operator of Vehicle #1, stated in substance that he was operating vehicle #1 east on Hwy 20, following a semi truck and trailer through a portion of highway which is under construction and is a dirt surface. There was considerable dust, due to the vehicle ahead of him and two westbound vehicles which he had passed. Because of the poor visibility, he slowed his vehicle to approximately 30 MPH and was guiding his travel by roadside reflectors along the right side of the roadway. He was unable to see vehicle #2 and the left front fender of his vehicle struck the left front fender of vehicle #2.

Occupants of Mr. Gourley's vehicle could add no additional information regarding the accident.

Donald John Hauth, operator of Vehicle #2, stated in substance that he was operating Vehicle #2 west on Hwy 20, following two other vehicles. He had just passed a semi truck and trailer as he was entering a portion of highway which is under construction. There was considerable dust due to traffic ahead of him and semitruck which he had just passed. He started to slow down and was braking his vehicle when he entered into the dust. Because the dust was so thick, he was unable to ~~see~~ the oncoming vehicle, and the left front fender of his vehicle struck the left front fender of Vehicle #1.

Occupants of Mr. Hauth's vehicle could add no further information regarding the accident.

Gerald Norman Rust, witness, stated in substance that he was operating his vehicle west on Hwy 20 behind Mr. Hauth's vehicle. He was approaching a portion of highway which is under construction. There was considerable dust due to traffic which was ahead of him, and a semi truck and trailer which had just passed through the construction area. He saw that Vehicle #1 and Vehicle #2 had collided in the roadway in front of him.

Occupants of Mr. Rust's vehicle could not add any additional information regarding the vehicle accident.

Weather(x) one	115. Road Cond.(x) one	116. Light Cond(x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
LEAR AINING NOWING OG OUDY THER	☒ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER	☒ DAYLIGHT ☐ DAWN or DUSK ☐ DRKNS/Lighted ☐ DRKNS/Unlighted ☐ OTHER	Skidmarks to Impact (ft.)	2'	0	☒ YES ☐ NO	INJURED TAKEN TO: Burns, Oregon
			Distance Travel'd after Impact (ft)	0	0	Describe: Roadside	
			Stated spd. before Impact (MPH)	30	30	reflectors in	
			Designated speed for area (MPH)	45	45	construction area	BY: HAUTH, I

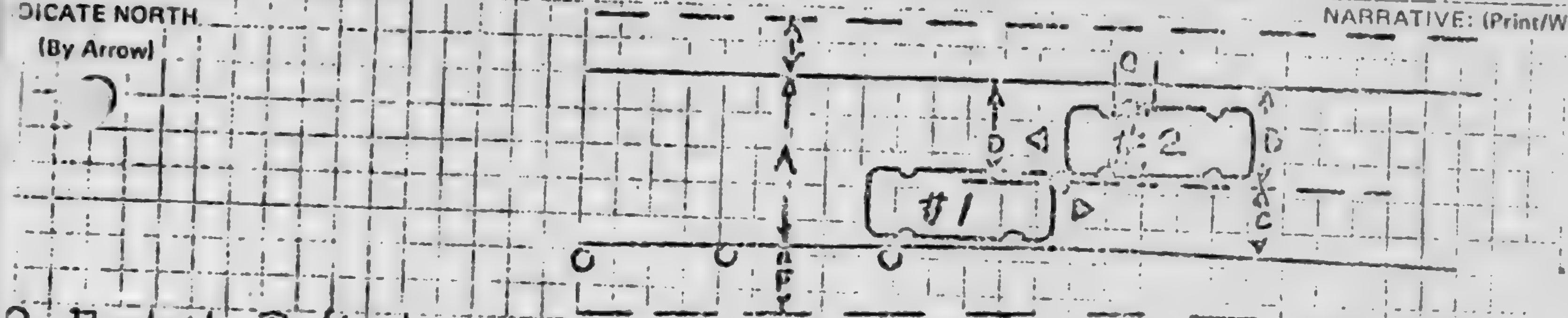
ITNESSES:

NAME RUST, GERALD NORMAN RES. ADDRESS & PH. Boxx 83, Ash Creek Rd, Riddle, Oregon 874-2733

NAME RES. ADDRESS & PH.

RAW SKETCH:
DICATE NORTH
(By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED



O Roadside Reflectors
▷ Point of Impact
A 25 Feet
B 12 ½ Feet
C 7 ½ Feet
D 10 Feet
E 16 Feet (Roadside Const)
F 18 Feet
G Skid Marks 2 feet

Additional Passenger - Vehicle #2

Seat	Occupant					
RR	HAUTH, BARBARA MARY	SA #62	F	W	L	D

ehicle #1 was traveling east on State Highway #20. Vehicle #2 was traveling west on Hwy 20. This portion of highway s under construction with intermittent asphalt and dirt surface. Accident occurred in area of dirt surface. Vehicle 1 w following semi truck and trailer. Vehicle #2 was the third vehicle of four westbound vehicles. Considerable ust was present, due to traffic and dry conditions. The roadway narrows where accident occurred. The left front ender of Vehicle #1 struck the left front fender of Vehicle #2. The right side of Vehicle #1 was approximately 2 feet from roadside reflectors and Vehicle #2 was 1½ feet to right side of center divider which ends near the point of mpact where the dirt surface begins.

assenger in front center seat of Vehicle #2 received a cut across bridge of nose, black left eye, cut under left eye from rear view mirror and sore right knee from impact with the dashboard. Passenger in rear left seat received small ed spot above right eye from impact with front seat.

hotographs were taken of damage to both vehicle, of roadway with view from both directions, and of injured passenger n front center seat of Vehicle #2

ce to: SP Ontario
SP Burns
Hwy Dept

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON ☐ FATAL ☒ INJURY ☐ PROP. DAMAGE Dept. State Police City County Harney Page 1 of 1 P.

Case No.

Classification:

Date Occurred 3-26-77
3. Time Occurred 8:45 ☒ AM ☐ PM
Reported Date 3-26-77
5. Reported Time 9:00 ☒ AM ☐ PM

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Booking ☐
Vehicle ☐ LEDS ☐
Crime ☐ NCIC ☐
Property ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

6. Location of Occurrence (Route No. or Name) State Highway #20
7. At Intersection of (Route No. or Name) .8 mile east of Pine Creek Road
If not at Intersection ☐ Feet .8 ☒ Miles N ☐ S ☐ E ☒ W ☐ (Intersecting highway or street, landmark or house no.) Pine Creek Road
9. Mile Post 159/162.3
10. 25 Miles N ☐ S ☐ E ☒ W ☐ of Burns, Oregon Nearest City

INJURY CODE: (Mark the first one that applies)
X – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None Installed - O; Lap Installed - L, In Use - LL; Shoulder Installed - S, In Use - SS; Airbag Installed - A, In Use - AA

Vehicle 1

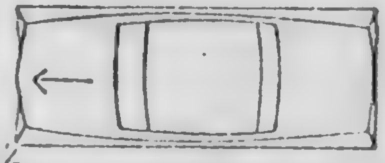
DR	11. FULL NAME (Last) (First) (Middle): GOURLEY, CALVIN EDWARD	12. Address: 1/2 miles west of Crane, Oregon	13. Sex: M	14. Race: W	15. D.O.B.: 11-11-26	16. Seat Belt: L	17. X EJ.:	18. Inj: D

Operator License No. D206953 20. Issuing State Colo. 21. Type (Specify) Driver
22. Residence Phone 493-2353 23. Business Phone Same

Seat	24. Occupant's Name	25. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj
FR	GOURLEY, DONNA JEAN	SA #12	F	W	1-23-32	L		D
RL	32. DUDA, MATHEW JAMES	33. SA #12	M	W	6-29-63	L		D
RR	40. DUDA, JEFFERY DALE	41. SA #12	M	W	2-12-67	L		D

48. Owner's Name and Address SA #11
49. Odometer Reading 76,464
50. License No. HHV 015 51. License State Oregon 52. License Year 1978
53. Veh. removed by/to By owner to Ontario
54. Vehicle year 1971 55. Make Chev 56. Model Caprice 57. Body Style Sedan 58. Color Brown

59. Damage Scale



FL-2

60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☐ No

Vehicle 2

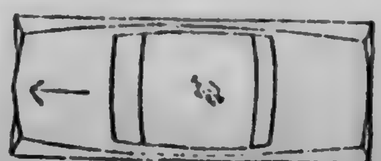
DR	61. FULL NAME (Last) (First) (Middle): HAUTH, DONALD JOHN	62. Address: 205 Taylor St., Mt. Angel, Oregon	63. Sex: M	64. Race: W	65. D.O.B.: 12-20-32	66. Seat Belt: L	67. X EJ.:	68. Inj: D

Operator License No. 714934 70. Issuing State Ore 71. Type (Specify) Driver
72. Residence Phone 845-2534 73. Business Phone Unknown

Seat	74. Occupant's Name	75. Address and Phone	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj
FC	HAUTH, DELORES ALICE	SA #62	F	W	6-8-37	O		B
FR	82. HAUTH, WILLIAM JOHN	83. SA #62	M	W	4-21-63	L		D
RL	90. HAUTH, ANN MARIE	91. SA #62	F	W	3-13-66	L		B

98. Owner's Name and Address PUBLISHERS CREDIT UNION, Oregon City, Oregon
99. Odometer Reading 51,855
100. License No. JJE 563 101. License State Ore 102. License year 1973
103. Veh. removed by/to Ordo Service to Burns
104. Vehicle year 1973 105. Make Chev 106. Model Malibu 107. Body Style Coupe 108. Color Blue

109. Damage Scale



FL-2

110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☒ No

Actions Taken (Citations, etc.) Operator of Vehicle #1 cited No Oregon Operator's License

112. Primary Cause

113. Secondary Cause

rm E-669

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

ate of Accident March 26, 1977

Time of Accident 8:45 (A.M. or P.M.)

ame of Driver #1 Calvin Edward Gourley

Name of Deceased (If any) None

ate of Field Investigation March 27-30, 1977

County Harney

ighway Name Central Oregon

Highway Number 7 Route US # 20

☑ RE ☐ RCE ☐ RBE / ☐ RME
☐ ROE APR 4 1977 ☐
☐ RDE REGIONAL OFFICE ☐

eneral Location On Construction project about 1.6 miles easterly of Stinkingwater Summit

ile Post 162.4

Posted Speed 55

heck Appropriate Items:

Type of Culture
___ Heavy
___ Moderate
___ Light
X None

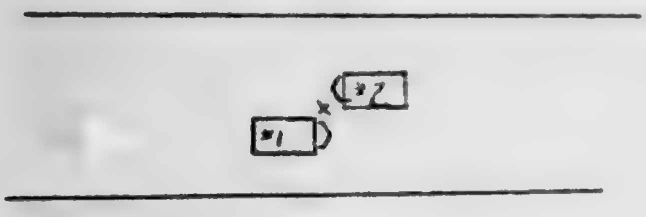
Surface Condition
X Dry
___ Wet
___ Snow or ice
___ ______ (Other)

Grade (in direction of Vehicle's travel)
___ Level
___ Hillcrest
X Approx. 4½ % descending
___ Approx. ___ % ascending

Lighting
X Daylight
___ Dawn or Dusk
___ Darkness Illum.
___ Darkness, non-Illum.

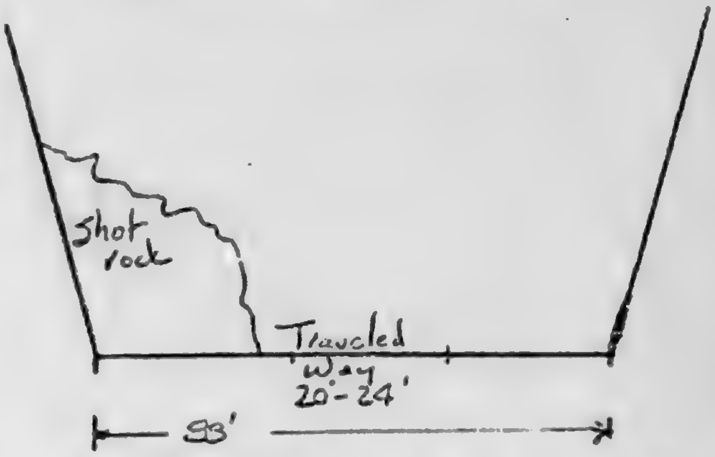
lignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions



escription of Accident Driver #2 Donald John Hauth See statements on Police Report # for escription of accident .

the immediate area of accident, roadway was delineated by traffic cones, on either end of cident area, Rough Road sign and Slow sign is in place. Beginning of Project has required set Construction signs. The roadway in this immediate area is quite broken up due to construction ivities in area (blasting, loading and hauling material out of cut). Broken areas smoothed with ject material. Unable to properly provide dust control, asfreezing weather would cause slick d due to icing.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

tribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator B. N. Hatcher
B. N. Hatcher

Title Resident Engineer

78932-734

5 M - Hwy 7
Accidents
x filed to Cont 834

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Burns, Oregon
April 1, 1977

~~Liability Claims Division~~
~~100 State Office Building~~
~~Salem, Oregon 97310~~

Herewith is corrected Accident Investigation Report with copy of State Police Accident Report covering accident sustained by #1 Calvin Edward Gourley and #2 Donald John Hauth

The site of this accident was within the confines of a construction project, more particularly, Pine Creek Rd.- Beede Reservoir Section, Central Oregon Highway, Harney County, Contract 8343.

You will note the correct M.P. for this accident is 162.4. Some of the Mile Post markers are missing in this area due to construction activities.

Pictues taken by this office will be forwarded as soon as received from processors.

Truly yours;

B. N. Hatcher
B. N. Hatcher
Resident Engineer

cc: W. E. Schwartz

BNH:JFH

THE TRAVELERS

Claim Department
David E. Isellhard, Manager

RECEIVED
APR 26 1977
ATTORNEY GENERAL
SALEM, OREGON

April 20, 1977

Harney County Courthouse
Burns, Oregon

RE: 133 PP X49 3152 A
C.E. Gourley
Re: Donald Hauth

Gentlemen:

This letter is to put you on notice of the auto accident which occurred on March 26, 1977, at approximately 8:49 a.m. on State Highway 20 about 8/10 of a mile east of Pine Creek Road and at mile post 159, 25 miles east of Burns. This accident occurred between a Calvine Gourley, driving a 1971 Chevrolet Caprice and a Donald J. Hauth, driving a 1973 Chevrolet Malibu. There had been construction on this highway, road very dusty, no flagman for directing of the traffic and the pylons did not follow the contour of the road and therefore, for travel east on the highway, the lane was directed directly into the west bound lane.

Therefore, this letter is notice of a subrogation right to recover for any damages paid out as a result of this accident both bodily injury and property damage claims as well as collision on our insured's vehicle.

Very truly yours,

Miss Irma V. Woite

(Miss) Irma V. Woite
Special Representative

IVW:bk

RECEIVED
APR 25 1977
B. N. HATCHER
RES. ENGR.

Accident actually occurred at M.P. 162.4
which is 3.8 miles east of Pine Cr. Rd.

B.N.H.

PORTLAND OREGON OFFICE OF THE TRAVELERS INSURANCE COMPANIES

I would appreciate your comments regarding this in the extent to which there was adequate room for the opposite bound traffic to proceed.

I am not sure I am properly interpreting the police officer's diagram, but it almost appears that as though if car #1 stays to the left of the cones it will in part be on the wrong side of the road due to the narrowness of the traffic lane at the point of impact. I would appreciate your comments upon this also.

To the extent that the photographs are now available I would appreciate you forwarding those on to me.

Thank you for your assistance and cooperation.

Very truly yours,

W. L. George
Liability Claims Adjuster

da
Enclosure

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
LIABILITY CLAIMS DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 370-6315

RECEIVED
APR 29 1977
B. N. HATCHER
RES. ENGR.

April 27, 1977

B. N. Hatcher
Resident Engineer
Oreson State Highway Division
PO Box 31
Burns, Oregon 97720

Re: Our File No: 734-15-TL597
Date of Loss: 3/26/77
Our File Name: Gourley/Hauth
General Location: Construction Project 1.6 Miles east of Stinking Water Summit

Dear Mr. Hatcher:

Thank you for your letter of April 1, 1977 to this division enclosing your accident report and the police investigation.

We have now had a claim presented and I will be handling this matter to conclusion.

As the accident was in a construction area, I would appreciate it if you could advise me of the name and address of the contractor and the name of the contractor's insurance carrier and/or agent if available.

I would additionally appreciate your comments upon whether or not the cones delineating the traffic lanes were placed by the contractor's employees and/or state highway department personnel.

I am enclosing a copy of a letter from Travelers Insurance Company for your review dated April 20, 1977.

You will note the letter alleges that the traffic cones did not follow contour of the road and directed eastbound traffic into the oncoming westbound traffic lane.

The accident took place on a Saturday morning and since the contractor does not work on weekends, there were no flagmen present. The advisory speed posted through the job is 35 M.P.H., and as observed by all of us involved with the project, this speed is exceeded by the vast majority of the traffic. If notified by the State Police or someone else, over a weekend, that a problem exists, we either contact the contractor, to have him correct the situation, or do it ourselves if he isn't available.

As to the dust condition which was reported, I cannot confirm or deny it, not being present at the time. However, I was called out to the project the following day (Sunday, March 27, 1977) due to a severe wind condition that was reportedly blowing signs and debris about, and at that time, the project inspector and myself, noticed no dust condition at any location throughout the project that would cause an accident. We had refrained from sprinkling any of the dusty areas for fear of creating an icy situation which would make matters worse. I also think it worthwhile to mention that there were no other similar accidents at this location and there were no other complaints to this office that a dust or delineation hazard existed at this point. We are extremely conscious of the need for maintaining traffic safety for the traveling public through construction projects and make every effort to make their passage a safe and comfortable one while our thankless task is being performed.

I am enclosing some additional Poloroid pictures of the area where the accident occured that may be of some help. The other photographs of signing, etc., were forwarded to your office April 13, 1977 in connection with the accident of Betty Mahler which occured in the same vicinity March 19, 1977. Also enclosed are two pages from the contract Special Provisions, which spell out the Temporary Protection and Directional Measures required for Traffic on this project.

I hope that this will answer your questions and enlighten you somewhat as to our standpoint. Should you have any more questions, feel free to contact me.

Very Truly Yours,

B. N. Hatcher

B. N. Hatcher
Resident Engineer

BNH/kf
Encl.
cc: W. E. Schwartz

8343

+RA 4-1

8343

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Burns, Oregon
May 4, 1977

☐ RE ☐ RCE ☐ RRE ☐ RME
☐ ROE MAY 9 1977 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

1 Kenney K RECEIVED Richards
Bond Glenn
2 Hickmond 9 MAY 11 1977 Berg
Harwood
Johnsen CONSTRUCTION SECTION

RECEIVED
STATE HWY ENGR
MAY 19 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

W. L. George
Liability Claims Adjuster
Department of Justice
Salem, Oregon

re: Your File No. 734-15-TL597
Gourley/Hauth Accident
Stinkingwater Pass-3-26-77

NOTED
E. S. HUNTER

Dear Mr. George:

In response to your letter to me dated April 27, 1977 concerning the above accident that occurred on one of our construction projects; the following comments are noted in answer to your questions.

The contractor performing the work is Babler Bros., Inc., P.O. Box 62008, Portland, Oregon 97202. Their insurance carrier is Providence Washington Insurance Co. The Policy No. is CL-295351, covering the period from February 1, 1977 to February 1, 1978. The broker is R. L. & K. Associates, Inc. of Portland. Telephone 221-1951 - contact Dick Emery or Julie #1.

The traffic cones are placed by the contractor's employees to the satisfaction of Highway Division personnel. The traffic cones did follow the traveled way. There is a curve to the right (for eastbound traffic) at this point and naturally if you did not follow the curve, you would wind up in the westbound lane. If the dust was as thick as Mr. Gourley insists, the cones would have to have been at 10 foot (instead of 100 foot) spacing in order to properly delineate the edge of the road.

As I pointed out to Mr. Gourley, often times in construction zones, the centerline stripe does not constitute the center of the roadway, and in such cases, cones are placed to outline the edges of the driving area with emphasis being placed on the overall width. In the area where the accident occurred, the overall travel width was approximately 24 feet, which is more than the existing pavement width throughout and on each side of the project that averages only 22 feet. Also, the stripe at and near the point of impact was either obliterated or covered over.

Coxer

Form 81-734 1-72

8343

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bras.,Inc.

We received safekeeping receipt 144688 for TCD 324795 in the amount of $65,000 and TCD324796 in the amount of $95,0 00 both maturing September 9, 1977. These replace TCD 324716 in the amount of $65,000 and TCD 324717 in the amount of $95,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8081	$ 35,000	(35,000)	-0-
8343	95,000	-0-	95,000
8375	30,000	-0-	30,000
8439	15,000	-0-	15,000
8504	10,000	35,000	45,000
	$185,000	-0-	$185,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

#3 2013

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.

The retainage requirement on contract 8343 has been reduced to $30,000. This releases $65,000. In accordance with a phone conversation with Mr. Richards of Babler Bros. on Sept. 12th, 25,000 will be applied to contract 8527 and the balance will be converted to cash.

We have received Safekeeping receipt 144688 for TCD 324871 in the amount of $95,000 and TCD 324872 in the amount of $25,000 both maturing October 12, 1977. These replace TCD 324795 in the amount of $65,000 and TCD 324796 in the amount of $95,000.

In addition Mr Richards indicated by memo of Sept. 2nd that the $5,000 released on contract 8375 whould be applied to contract 8504.

Summary:

Contract	Prior Allocation	Change	New Allocation
8343	$ 95,000	$ (65,000)	$ 30,000
8375	5,000	(5,000)	--
8439	15,000	--	15,000
8504	45,000	5,000	50,000
8527	25,000	25,000	50,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W . Head
R. Church
C.W. Barrett, Jr(Att.)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

DATE: September 6, 1977

TO: H. S. Coulter
State Highway Engineer

Fred

FROM: F. B. Klaboe
Assistant Director for Operations

SUBJECT: Flagging Procedures

Mr. James Dunn, who is a professor at Oregon State, called today to advise me of an experience he had on Highway 20 west of Burns. He alleges that on August 2, as he was traveling east, he came across a paving or oiling crew working in this area and that the flagman was located over the crest of a hill, stopping cars while the paving or oiling operation went on. The flagman had located himself at the front of a line of cars--there were three or four other cars in line before this gentlemen got there--and was talking to the lead car. Subsequent to Mr. Dunn's stopping in line, several other people pulled up behind him, skidding to a halt because of the short sight distance. Eventually a car was not able to stop in time and smashed into the rear end of a trailer--doing considerable damage to both vehicles.

Mr. Dunn makes several observations: (1) the flagman wasn't wearing any distinctive clothes (like a reflectorized vest); (2) given the circumstances, he should have been stationed in an area where the sight distance was better and should also have moved to the end of the line instead of spending his time talking to the people in the front of the line.

Would you please look into the matter and take whatever action you think appropriate.

FBK:srb

I don't know if this was a state crew or contractors and whether east or west of Riley. — Please investigate and inform me. — HSC

RECEIVED
STATE HWY ENGR
SEP 9 '77
REFER TO
Williams
FOR

Info	Inves	R/D	O/R	Sign	Act	File
	✓				✓	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 12, 1977

FILE: PUB 7
#7

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Complaint by James Dunn

TO: H. S. Coulter
State Highway Engineer

State Highway crews under Roy Landis were working in this area August 2, 1977. Signs were:

Road Work
Flagman Ahead
Be Prepared to Stop

These signs were placed at 500-foot intervals with approximately one-quarter of a mile between last sign and flagman. Flagging procedures were set by and reviewed by the foreman. Landis was not aware of ever leaving a flagman over a vertical.

Landis was not aware of that type of accident here or elsewhere during any of our jobs.

The flagman had on a hard hat and flagging vest.

The flagman has to remain at the head of the line lest an impatient driver proceed unauthorized.

I do not say this incident did not happen, but it was not reported to us. I believe our flagging procedure and signing were adequate.

CMW:mr

cc: R. L. Lammert

Carl W. —
If incident was as described with considerable damage being done to car and trailer, it is somewhat difficult to envision how flagman did not hear or become aware of the accident. Any possibility you are looking at wrong project and incident took place in Region 5?
HSC

RECEIVED
STATE HWY ENGR
SEP 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROE [✓ RE] [✓ RCE] FAE
RYE RECEIVED GEO
RUE SEP 19 1977 RDE
RSO REGION 4 RBE
ASSIGNED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701

September 20, 1977

FILE: PUB 7
#7
NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Complaint of James Dunn
Central Oregon Highway #7

TO: H. S. Coulter
State Highway Engineer

Although we checked with Hiatt on any State forces working on this job, we failed to check Barry Hatcher.

The accident happened on Contract 8343, Pine Creek Road-Beede Reservoir, west of Burns. Driver was cited for DUIL.

No further details at this time.

CMW:mr

RECEIVED
STATE HWY ENGR
SEP 21 '77
REFER TO
Barry Hatcher
FOR

Info	Inves	R/D	D/R	Sign	Act	File

or Region 5
w/cys corresp. —
Apparently the
incident Mr. Dunn
witnessed took place
on same job. — How
valid are the observations he
~~that~~ made? — Scott

ROUTING SLIP

Date 9/21/77

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp.Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops
Finance (DOT)

FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Landscape
Library
Location
Mail Room
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ________
District Number ________

ATTENTION: Barry Hatcher

FROM: H. S. COULTER

Apparently the incident Mr. Dunn witnessed took place on your job. How valid are the observations he made?

Scott

cc Pat Schwartz

Form 81-731-0022 (7/77)

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	80'		☒ YES ☐ NO	
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	63'		Describe: Flag man	INJURED TAKEN
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	—	—	Stoping Traffic.	TO:
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	—	—		
☐ CLOUDY	☐ OTHER	☐ OTHER					BY:
☐ OTHER							

WITNESSES:

NAME T. J. Duncan RES. ADDRESS & PH. ~~Viter & Emperial~~ 634 S. Emperial · Bue 25 573-6400

NAME Alvin L. Jones RES. ADDRESS & PH. 405 E 11th The Dallas, Oregon.

DRAW SKETCH:
INDICATE NORTH.
(By Arrow)
○

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

SUPPLEMENTAL, IF REQUESTED:

TRAFFIC ACCIDENT REPORT – POLICE
STATE OF OREGON

☐FATAL ☐INJURY ☐PROP. DAMAGE Dept. Sheriff's City Burns County Harney Page ___ of ___ Pages

Case No.

Classification:

2. Date Occurred 8-2-77
3. Time Occurred 3:00 ☐AM ☒PM
4. Reported Date 8-2-77
5. Reported Time 4:15 ☐AM ☒PM

1. ACCIDENT INVOLVED:
☐One Other MV
☒Two or More MV's
☐Pedestrian
☐Motorcycle
☐Bicycle/Tricycle
☐Fixed Object
☐Non-Collision
☐Animal
☐Other
☐City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ ___ Booking ☐ ___
Vehicle ☐ ___ LEDS ☐ ___
Crime ☐ ___ NCIC ☐ ___
Property ☐ ___

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐
Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

6. Location of Occurrence (Route No. or Name) Highway 20 Stinkingwater
7. At Intersection of (Route No. or Name)

8. If not at Intersection ☐ Feet ☐ Miles N ☐ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.)
9. Mile Post
10. 31 Miles N ☐ S ☐ E ☒ W ☐ of Burns. Nearest City

INJURY CODE:
(Mark the first one that applies)
K — DEAD BEFORE REPORT MADE
A — INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B — NONINCAPACITATED — Lump, Abrasions, Cuts
C — POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D — NO APPARENT INJURY

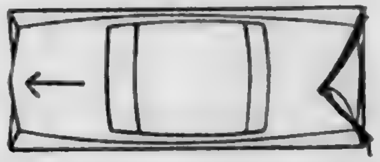
SEAT BELT CODE: None Installed – O; Lap Installed – L, In Use – LL; Shoulder Installed – S, In Use – SS; Airbag Installed – A, In Use – AA

UNIT No. 1 - MOTOR VEHICLE

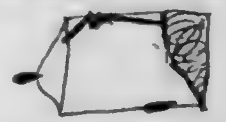
Seat	Name	Computer #	Address	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR	11. FULL NAME (Last) Dye. (First) Stanley (Middle) Allen		12. 1554 Parkwood St. Napa, Calif.	13. M	14. W	15. 5-5-28	16. LL	17.	18. No
R.F.	24. Adelia Anne Dye.		25. Same	26. F	27. W	28. 7-26-35	29. LL	30.	31. B
L-R.	32. Jeffery Dye.		33. Same	34. M	35. W	36. 9-24-63	37. LL	38.	39. B
R-R.	40. Daoniah Dye.		41. Same.	42. M	43. W	44. 6-28-61	45. LL	46.	47. No

19. Operator License No. V0229486
20. Issuing State Calif.
21. Type (Specify) Operators
22. Residence Phone 224-4106
23. Business Phone 783-9220
48. Owner's Name and Address Same as above -
49. Odometer Reading 16034
50. License No. 4BZ-314
51. License State Calif.
52. License Year 78
53. Veh. removed by/to Owner
54. Vehicle year 66
55. Make Dodge
56. Model C ~~[illegible]~~ET.
57. Body Style 4D
58. Color

59. Damage Scale



60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.



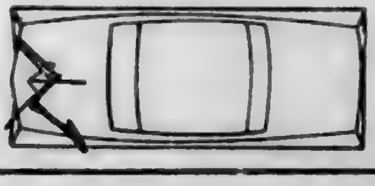
Is Vehicle Drivable? ☒Yes ☐No

UNIT No. 2 - MOTOR VEH., PED., OTHER

Seat	Name	Computer #	Address	Sex	Race	D.O.B.	Seat Belt	X EJ.	Inj.
DR	61. FULL NAME (Last) Thompson (First) Robert (Middle) Leo.		62. RT 2 - Box 400 Lakeview, Oreg	63. M	64. W	65. 9-10-47	66. O	67.	68. B
P.	74. Mary Belle Thompson		75. Same	76. F	77. W	78. 3-12-41	79. O	80.	81. B
	82.		83.	84.	85.	86.	87.	88.	89.
	90.		91	92.	93.	94.	95.	96.	97.

69. Operator License No. 371847
70. Issuing State Oreg
71. Type (Specify) A
72. Residence Phone
73. Business Phone
98. Owner's Name and Address
99. Odometer Reading 96811.9
100. License No. 1DN.804
101. License State Oreg.
102. License year 78
103. Veh. removed by/to Gorson Towing Burns, OR
104. Vehicle year 67
105. Make Rambler
106. Model ~~SW~~.
107. Body Style S.W
108. Color Red

109. Damage Scale



110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.

Is Vehicle Drivable? ☐ Yes ☒ No

111. Actions Taken (Citations, etc.) Robert Leo Thompson D.U.I.I. No 132
112. Primary Cause
113. Secondary Cause

Reporting Officer(s) Donald B. Buswell - 44
Prec./Div.
Relief/Shift
Assn./Dist.
R/C Times
ARR:
CLR:
Approved by:

Form 735-46 (2-76)

Form E-509

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident August 2, 1977

Time of Accident 3:00 (~~A.M.~~ or P.M.)

Name of Drivers Stanley Allen Dye
Robert Leo Thompson

Name of Deceased (if any)

Date of Field Investigation August 3, 1977

County Harney

Highway Name Central Oregon

Highway Number 7 Route #20

General Location Construction project 1.5 miles N.E. Stinkingwater Summit.

Mile Post 162.3

Posted Speed 55. Const. Speed 35

Check Appropriate Items:

Type of Culture
- ___ Heavy
- ___ Moderate
- ___ Light
- X None

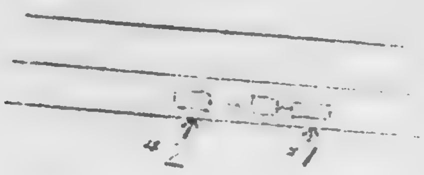
Surface Condition
- X Dry
- ___ Wet
- ___ Snow or ice
- ___ ______ (Other)

Grade (in direction of Vehicle's travel)
- ___ Level
- X Hillcrest Approx. 4.5 % descending
- ___ Approx. ___ % ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

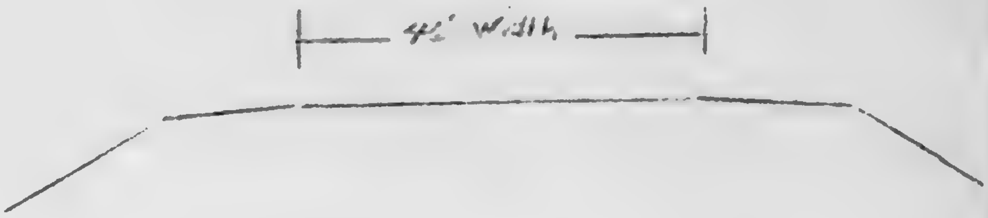
Alignment Indicate North

Sketch alignment and path of vehicle(s)



Highway, X-Section

Sketch with dimensions



Description of Accident: Driver #1 Mr. Dye was stopped by construction Flagperson when Driver #2 Mr. Thompson hit the rear end of the trailer being towed by driver #1.

See Harney County Sheriffs Report.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Regional Engineer
District Engineer

Investigator K L Fordice

Title Officeman

SP*76932-734

8343

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Burns, Oregon
September 29, 1977

FILE:

RECEIVED 9
STATE HWY ENGR
SEP 30 '77
REFER TO Klaboe
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
H. S. COULTER

for your information
HSC

B. N. Hatcher

FROM: B. N. Hatcher
Resident Engineer

SUBJECT: Complaint of James Dunn
Accident of 8-2-77
Central Oregon Highway
Harney County

TO: H. S. Coulter
State Highway Engineer

SALEM

The accident in question actually took place approximately 30 miles east of Burns at M.P. 162.3. This was at station 268, on the Pine Cr. Rd. - Beede Res. Section, which was under contract, and paving was in progress at the time of the accident.

The accident occurred in the eastbound lane of a tangent with a descending grade of 4½%. There is 1,800 feet of unrestricted sight distance from the scene to a horizontal curve to the west. The nearest crest vertical curve of enough magnitude to affect sight distance is a mile to the west.

The flagman was stationed in a good position to stop traffic; just before a large cut and a horizontal curve right. A pilot car was being used to guide traffic through the paving operation.

As to the dress and actions of the flagman, I cannot confirm, as none of our people were present at the time of the accident. However, I know of no time throughout the life of the project that the flagpeople were not attired properly in flagging vests and hard hats.

The following sequence of advance warning signs were in place, properly spaced, at work areas where traffic was to be stopped: "ROAD CONSTRUCTION AHEAD"(with amber flasher), "CONSTRUCTION SPEED 35", "MEN WORKING", "BE PREPARED TO STOP", "FLAGMAN AHEAD".

It is customary for the flagman to stay at the head of the line of cars he has stopped to prevent motorists from trying to sneak through or leaving before he releases them.

I was unable to contact this particular flagmen so that I could elaborate on his story. This being due to the time lag between the accident and the complaint of Mr. Dunn. He is now working on another construction project some distance from Burns.

The driver of the car that struck the trailer was cited by the Harney Co. Sheriff's Dept. for D.U.I.I.

Copies of the accident report and investigation are attached for your review.

I trust that this report will answer your questions and clear up this matter.

BNH/kf

cc: W. E. Schwartz

NOTED
F. B. [illegible]

RECEIVED
DOT OPERATIONS
OCT 4 - '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No work.
10 MONDAY	No work.
11 TUESDAY	No work.
12 WEDNESDAY	No work.
13 THURSDAY	No work.
14 FRIDAY	No work.
SATURDAY 15	No work.

REMARKS

Office working on semi - final.

by K. L. Fosdick

SIGNED B. N. Hatcher LOCATION Burns

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

8343

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Pine Cr. Rd. - Beede Res.	WEEK ENDING 10/15/77	
	SECTION PREFIX 13-1055	
HIGHWAY Central Oregon	COUNTY Harney	
NAME OF JOB Pine Cr. Rd. - Beede Res.	KIND OF WORK Grading and Paving	
CONTRACTOR Babler Bros., Inc.	CONTRACT NUMBER 8343	FEDERAL AID PROJECT NUMBER FLH-4(9)
DATE OF CONTRACT May 11, 1976	DATE WORK STARTED October 11, 1976	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 375	WORK DAYS USED CALENDAR DAYS USED 375
PROJECT AUTHORIZATION: $2,362,521.09	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING $2,194,519.59	ENGINEERING AUTHORIZATION $168,001.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $2,158,019.59	ENGINEERING COST TO DATE $208,563.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN 2 %	PERCENT OF AUTHORIZATION 124 %	DATE PROJECT WAS COMPLETED: September 8, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.28	8.28			8.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.28	8.28			8.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	308,650 CY	95,800 T			43,800 T
TOTAL QUANTITIES CORRECTED TO DATE	330,533 CY	104,615 T			42,123 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	330,533 CY	104,615 T			42,123 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear - Cool			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Partly Cloudy - Cool			
FRIDAY	Clear - Cool			
SATURDAY				

Routing
Keasey K
Bond
[illegible]
Hopkins
Johnsen
Inloes
RECEIVED
OCT 17 1977
CONSTRUCTION SECTION
Richards
[illegible]
Gebauer
Widmer

8343

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 9, 1977

Babler Bros., Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8343

Gentlemen:

Retainage requirements on this contract have been reduced from $30,000.00 to $20,000.00. This releases $10,000.00 which may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The new allocation is based on approved reductions in retainage requirements and subsequent memos from Babler Bros. indicating disposition of the excess deposits.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros, Inc.

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr. (Att.)

8343

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.

Gentlemen:

We received notice of the following replacements:

Prior TCD's	Receipt #	Amount
14-337071	144641	$ 15,000
14-337057	144688	90,000
14-337056	144688	25,000
		$130,000

New TCD's		
14-337119	144725	$ 15,000
14-337120	144725	70,000
14-349145	144733	15,000
		$100,000

Security Summary:

Contract No.	Prior Allocation	Change	New Allocation
8343	$ 30,000	(10,000)	$ 20,000
8504	50,000	(40,000)	10,000
8527	50,000	---	50,000
8606	---	20,000	20,000
Total	$130,000	$(30,000)	$100,000

8343

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 6, 1978

Babler Bros., ~~Inc.~~
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards
Office Manager

Re: Contract 8343

Gentlemen:

Retainage requirements on this project have been reduced to $5,000.00. You presently have $20,000.00 deposited in lieu of retainage. $15,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

b[illegible] ____________________
[illegible]mes J. Kinns
[illegible]ct Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

83-3

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 30, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.

Gentlemen:

We have received safekeeping receipt 144725 for TCD 349235 for $15,000.00 maturing February 13, 1978 and TCD 349236 for $70,000.00 maturing February 13, 1978.

Safekeeping receipt 144733 for TCD 349145 for $15,000.00 has been released due to the reduction in retainage requirements on contract 8343. Confirmed with Ray Richards of Babler Bros. by phone January 30, 1978. Their are no other charges in the allocation of securities.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

8343 9

March 22, 1978

Seaboard Surety Company
90 William Street
New York, NY 10038

Gentlemen:

On March 16, 1978, we wrote to you concerning release of final payment on Contract No. 8343 awarded to Babler Bros., Inc., for work on the Pine Creek Road-Beede Reservoir Section of the Central Oregon Highway in Harney County.

Final payment on this contract is $85.37 and the total contract amount is $2,222,100.08 including $32,384.81 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, OR 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8343

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1978

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Klurz
General Loan Officer

Re: Babler Bros., Inc.
Contracts 8343 and 8504

Gentlemen:

Work on these projects has been completed. The $5,000.00 deposited in lieu of retainage on 8343 and the $10,000.00 for 8504 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SUMMARY of FAILING TESTS RESULTS for P.M. 3 BIT MIX
Class (B, C, E, PMBB)

de Res

Recomputed for FHWA 3/22/78 [illegible]

SHIFT AVERAGE OF TESTS													MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
1"	1/2"		1/4"				P10/P1/4		SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
%	%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
3		4		5		6		7		8	9	10	11	12	13	14	15	16	17
	78	3									5.9	—	1151.47	94.1	1083.53	3	32.51		
	80	5									5.9	—	950	94.1	893.95	5	44.70		
							36	4			6.0	—	1000	94.0	940	4	37.60		
			37	3							6.0	—	1000	94.0	940	3	28.20		
			38	2							6.0	—	1000	94.0	940	2	18.80		
			38	2							6.4	—	910	93.6	851.76	2	17.04		
			37	3							6.0	—	941.72	94.0	885.22	3	26.56		
1			32	8							6.0	—	1010.65	94.0	950.01	9	85.50		
			35	5							6.2	—	1116	93.8	1046.81	5	52.34		
	76	1									6.2	—	1193	93.8	1119.03	1	11.19		
			39	1							6.2	—	1164	93.8	1091.83	1	10.72		
			36	4							6.1	—	1335.37	93.9	1253.91	4	50.16		
													415.52	×	$5.75 =	$2389.24			
													2389^{24}	−	1264^{43}	= 1124^{81}	÷2 = 562^{40}		
												TOTALS					415.52		

isting data with price agreement

Contract No. E343

SUMMARY of FAILING TESTS RESULTS for P.M. - 3 BIT MIX

Class (B. C. E. PMBB)

Section Pine Cr. Rd. - Beede Res

Recomputed for F

Sieve Size			1½"		1"		½"		¼"				P10/P¼		SE. LL. PI		Asphalt		MIX USED	AGGREGATE In Mix		AGGREGATE Out Specs	
	%		%		%		%		%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Spec	Ave	Out Spec	Ave	Out Spec	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Spec	Ave	Out Specs		%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10	11	12	13	14	15
7/11/77		#2					78	3									5.9	—	1151.47	94.1	1083.53	3	32.51
"		#3					80	5									5.9	—	950	94.1	893.95	5	44.70
7/12/77		#4											36	4			6.0	—	1000	94.0	940	4	37.60
"		#5							37	3							6.0	—	1000	94.0	940	3	28.20
"		#7							38	2							6.0	—	1000	94.0	940	2	18.80
7/14/77		#15							38	2							6.4	—	910	93.6	851.76	2	17.04
7/15/77		#16							37	3							6.0	—	941.72	94.0	885.22	3	26.56
"		#17			89	1			32	8							6.0	—	1010.65	94.0	950.01	9	85.5
7/19/77		#20							35	5							6.2	—	1116	93.8	1046.81	5	52.34
"		#21					76	1									6.2	—	1193	93.8	1119.03	1	11.1
-		#23							39	1							6.2	—	1164	93.8	1091.83	1	10.92
7/19/77		#26							36	4							6.1	—	1335.37	93.9	1253.91	4	50.16
																			415.52	× $5.75 =		$2389.24	
																			2389.24	- 1264.43		= 1124.81	
																	TOTALS						415.5

inal copy plus other substantiating data with price agreement

SUMMARY of FAILING TESTS RESULTS for PMBB BIT MIX
Class (B. C. E. PMBB)

AVERAGE OF TESTS											MIX USED	AGGREGATE				ASPHALT	SE. LL. PI
¾"	#10		P10/…				SE. LL. PI		Asphalt			In Mix		Out Specs		Out Specs	Out Specs
%	%		%		%				%			100-Col 9	Col. 11x12 / 100	Sum of Col. 1-…	Col. 13x14 / 100	Col. 10x11 / 100	Col. 8x13
Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs		%	Tons	%	Tons	Tons	Tons
4		5		6		7		8	9	10	11	12	13	14	15	16	17
									6.027		950	[illegible]	293	[illegible]	24.7		
get in.																	
0			4.5	0							No price reduction this day.						
2 tests out of 2 in. Less than half of total out.																	
of all tests for all days. Sample taken at plant.																	
-5.5									6.157		1952	93.843	1832	5.5	100.8		
out. ~~Less than [illegible] of total for day.~~																	
[illegible]																	
-3.0									6.26		3458	93.74	3242	4.0	129.7		
[illegible]																	
= 27,954.95 tons																	
										TOTALS	6,360				275.2		

= 27,954.95 tons

Failing tonnage that … out penalty:
4,193.24 tons

$$\frac{6360}{27954.95} = 22.75\%$$

275.2 tons @ $5.75/ton =
$1,582.40
Total price reduction

price agreement.

Contract No. 8343

SUMMARY of FAILING TESTS RESULTS for PMBB BIT MIX

Class (B. C. F. PMBB)

Section Pine Cr. Rd - Beede Res.

SHIFT AVERAGE OF TESTS																				MIX USED	AGGREGATE			
Sieve Size	1½"		1"		½"		¼"		#10		P10/5½				SE. LL. PI		Asphalt				In Mix		Out Specs	
	%		%		%		%		%		%		%				%				100-Col 9	Col. 11x12 / 100	Sum of Col. 1-7	Col. 13x14 / 100
Date	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs	Ave	Out Specs			%	Tons	%	Tons
		1		2		3		4		5		6		7		8	9	10		11	12	13	14	15
7-11-77	Test	#3	–	[illegible]	9?	+5.1											[illegible]			950	[illegible]	793	[illegible]	[illegible]
	1st day - 1st two tests to get in.																							
7-12							-3	0			4.5	0							No price reduction this day.					
	Daily average in - 2 tests out of 2 in. Less than half of total out.																							
	P10 in pt only one out of all tests for all days. Sample taken at plant.																							
7-15			91	0			34.5	-5.5									6.157			1952	93.843	1832	5.5	100.8
				Two consec. tests out. ~~Less than ½ of total for day.~~																				
7-18-77					76	+1.0	37	-3.0									6.26			3458	93.74	3242	4.0	129.7
																			TOTALS	6,360				275.2

Total P.M.B.B. used = 27,954.95 tons

Maximum allowable failing tonnage that may be used without penalty:

0.15 x 27,954.95 = 4,193.24 tons

% failing material: $\frac{6360}{27954.95} = 22.75\%$

275.2 tons @

$1,582.40

Total price

copy plus other substantiating data with price agreement.

(Rev. 8-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Fir[illegible] Cr. [illegible] - [illegible] Res. **Date** February 8, 19[illegible]

Highway Central Oregon **Contract No.** 8343

County Harney **Prefix** 13-1055

Contractor Babler Bros., Inc. **F. A. Project No.** [illegible]-4(2)

Address Portland, Oregon **Price Agreement No.** 10

For the below described extra work or extra material to be performed or furnished under the contract above referred to, th contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and accordance with the instructions of the engineer.

Work to be done:
Make price reduction for low compaction and non-specification P.M.B.B.

Locations by station numbers:

Names of pay items, estimated quantities and agreed prices:

Bid Item 15: Plant Mix Bituminous Base

Low Compaction - Lump Sum = $ [illegible]274.75

Non-specification aggregate - [illegible] tons @ $[illegible]/ton = ~~[illegible]~~ 1264.43 ← K Berg

1539.18

Total Credit - $ ~~1,[illegible]~~

Specifications, basis of measurement and other provisions:
Standard penalty for deviation from specified compaction and mix design. Standard Specification 105.03.

INSTRUCTIONS			
After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer. This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.	Project authorization	$2,[illegible]1.09	Space to right of this line is for use of Salem Office
	Present estimate of project cost, including (-)$ 1,[illegible] for work under this order	$[illegible].18	
	Expected under-run over-run (amount)	$[illegible].09	
	Expected under-run over-run (per cent)	1.4	

Submitted by: B. N. Hatcher
Resident Engineer

Signed BABLER BROS., INC. Contractor
BY Gale G. Schwenn

Approval Recommended:
REGIONAL CONSTRUCTION ENGINEER

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer

OK approval recommended K Berg 2-16-78

EP[illegible]603-734

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8343

Salem, Oregon
March 27, 1978

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: ~~MEMO~~ TO THE FILE

SUBJECT: Pine Creek Rd.-Beede Reservoir
F.A.P. No. FLH-4(9)
Contract No. 8343
Recomputed Price Adjustments for
Non-Spec. A.C. Mixture

In accordance with our March 1978 agreement with FHWA, the price adjustment for non-spec P.M.B.B. mix has been recomputed:

Bid Item	Amount P.A. #10	Recomputed Amount
15 - Plant Mix Bituminous Base	$1,264.43	$2,389.24

The difference in amounts is $1,124.81. The amount to be credited to the project on a non-participating basis is $562.40.

MDG:fr

Att.

cc: H. S. Coulter (w/att.)
FHWA "
W. E. Schwartz "
Bob Church "
File "

RECEIVED
STATE HWY ENGR
MAR 29 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

Plant Mix Aggregate Base	283 Ton	3.25	919.75
Class "B" or "C" Asphalt Concrete Mix	220 Ton	5.75	1,265.00
Class "C" Modified Asphalt Concrete Mix	795 Ton	5.75	4,571.25
Asphalt Cement in Mixture	70 Ton	81.00	5,670.00
Portland Cement Additive in Class "C" Modified Mix	8 Ton	75.00	600.00
Asphalt in Tack Coat	2 Ton	150.00	300.00
Guard Rail, Type 2	1,200 Lin.Ft.	See P.A. #6	
Guard Rail, Type 2A	100 Lin.Ft.	7.38	738.00
Guard Rail Anchor, Type I	2 Only	315.00	630.00
Guard Rail Pieces Type C	2 Only	127.75	255.50
Delineators	38 Only	15.00	570.00
P.A.6 Guard Rail, Type 2A	1,400 Lin.Ft.	8.15	11,410.00
	Subtotal		$ 44,673.00
	Engineering		5,327.00
	Total		$ 50,000.00

Length of Roadway (FLH) - - - - - - - -	7.575 miles
Length of Roadway (Con. Prim.) - - - -	0.492 miles
Total	8.067 miles
Cost of Roadway Per mile (FLH) - - - -	$318,151.81
Cost of Roadway Per mile (Prim) - - - -	101,626.01

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (FLH)	$2,410,000	$2,410,000	$ - - -
Roadway (Prim.)	50,000	42,900	7,100
Total	$2,460,000	$2,452,900	$7,100

Group 1 98% FLH

Group 2 2% Primary

Contract No. 8342

Prefix 13-1055

Guard Rail Anchors, Type 2	4 Only	300.00	1,200.00
Rail End Pieces, Type C	11 Only	120.00	1,320.00
Type 1-G Fence	63,500 Lin.Ft.	0.55	34,925.00
Extra for Asphalt Approaches	7 Only	200.00	1,400.00
Paved Culvert End Slopes	1,300 Sq.Ft.	6.00	7,800.00
28-foot Cattle Guards	1 Only	7,500.00	7,500.00
Delineators	250 Only	15.00	3,750.00
Roadside Seeding and Mulching	47 Acres	300.00	14,100.00
			$2,055,918.75

Anticipated Items

Permanent Pavement Striping	(S.F.)	All Required	$ 3,000.00
Stage Construction Striping	(S.F.)	All Required	1,500.00
Temporary Erosion Control	(E.W.)	All Required	3,500.00
On-The-Job Trainees (2@ $800)	(E.W.)	All Required	1,600.00
Adjust Snow Fence	(E.W.)	All Required	2,000.00
Slide Correction	(E.W.)	All Required	25,000.00
Emulsified Asphalt on Shoulder	(E.W.)	All Required	3,500.00
			$ 40,100.00
		Subtotal	$2,096,018.75
		Engineering	313,981.25
		Total	$2,410,000.00

Type Code 6203
Roadway (Sta. 1235+96 to Sta. 1261+96)(Consolidated Primary Funds)

Price Agreement No. 2

Temporary Protection and Direction of Traffic	All Required		$ 550.00
Flagmen	80 Hour	15.00	1,200.00
Pilot Car	8 Hour	20.00	160.00
Removal of Structures and Obstructions	All Required		825.00
General Excavation	4,500 Cu.Yd.	1.90	8,835.00
Bituminous Base Mixture	550 Ton	5.75	3,162.50
Asphalt in Bituminous Base Mixture	31 Ton	81.00	2,511.00
Finishing Roadbed & Slopes	Lump Sum		500.00

Oregon State Highway Division
Salem, Oregon April 19, 1978

Federal Aid Project
No. FLH-4(9)

Pine Creek Road-Beede Reservoir Section
Central Oregon Highway
Harney County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1267+55.72 thru Eq. 1284+77.63 to Sta. 44+00)

Furnish Field Laboratory	1	Only	2,000.00	$ 2,000.00
Mobilization	All	Required		175,000.00
Temporary Protection and Direction of Traffic	All	Required		25,000.00
Temporary Signs	520	Sq.Ft.	3.00	1,560.00
Flagmen	2,500	Hours	15.00	37,500.00
Pilot Car	200	Hours	20.00	4,000.00
Clearing and Grubbing	All	Required		25,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
Ditch Excavation	210	Cu.Yd.	6.00	1,260.00
General Excavation	308,650	Cu.Yd.	1.90	586,435.00
Overhaul	12,120	C-Yd. Sta.	0.50	6,060.00
Trench Excavation	320	Cu.Yd.	10.00	3,200.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Watering	3,840	M-Gal.	6.00	23,040.00
Bituminous Base Mixture	25,200	Ton	5.75	144,900.00
Asphalt in Bituminous Base Mixture	1,390	Ton	81.00	112,590.00
Plant Mix Aggregate Base	70,600	Ton	3.25	229,450.00
Class "B" or Class "C" Asphalt Concrete Mixture	27,000	Ton	5.75	155,250.00
Class "C" Modified Asphalt Concrete Mixture	16,800	Ton	5.75	96,600.00
Asphalt Cement in Mixture	2,930	Ton	81.00	237,330.00
Portland Cement Additive in Class "C" Modified Mixture	170	Ton	75.00	12,750.00
Asphalt in Tack Coat	45	Ton	150.00	6,750.00
18-inch Culvert Pipe	624	Lin.Ft.	13.00	8,112.00
24-inch Culvert Pipe	904	Lin.Ft.	17.00	15,368.00
36-inch Culvert Pipe	80	Lin.Ft.	40.00	3,200.00
Guard Rail, Type 2	6,575	Lin.Ft.	5.25	34,518.75
Guard Rail, Type 2A	600	Lin.Ft.	6.75	4,050.00
Guard Rail Anchors, Type 1	10	Only	300.00	3,000.00

8343 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-56		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Harney
MODIFICATION NUMBER 1		Project Number FLH-f-4(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 21, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,410,000	$ 2,460,000
Federal funds	$ 2,410,000	2,410,000 (FLH) $ 42,900 (F) -
Other revisions		

This modification is made for the following reasons:

To increase authorized extension of the project and consolidated primary funds for the extension.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of April, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8343(13)

STATE COPY

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* — 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL XX
OREGON	HARNEY	FLH-4(9)	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6203		DATE STARTED October 11, 1976
20	FINAL CONSTRUCTION COST	DOL.	2,225,115		DATE COMPLETED September 8, 1977
21	LENGTH OF PROJECT	MILES	8.067		TOTAL NO. BRIDGES -

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM	LABOR	TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	61,919	733,748

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,037,150	
	9	PETROLEUM PRODUCTS	GAL.	357,641	
	1	CEMENT	BBL.	734	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,098,980	
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	1,688	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	82,770	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	25	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.	150,799	
CARD F	16	MISCELLANEOUS STEEL	LB.	2,300	
	17	FENCING	LIN. FT.	63,002	
	18	GUARDRAIL	LIN. FT.	5,211	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	4,895	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel — 48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18"	434
		24"	620
		36"	34
CARD J	13	CONCRETE PIPE	
		18"	235
		24"	520
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

#2343

U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDE L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Harney	DIVISION Oregon
DATE OF REPORT 10-13-78	REPORT MADE BY Vincent Tabor, Asst. Area Engineer		PROJECT NO. FLH-4(9)
COMPLETION DATE 9-8-77	ACCEPTANCE DATE BY CONTRACT AGENCY 3-14-78	TIME ELAPSED 100 %	CONTRACT TIME 375 work days
APPROVED EXTENSIONS None	LOCATION US 20, 6.2 miles east of Buchanan, East 4.56 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PINE CREEK ROAD-BEEDE RESERVOIR

The project provided for the reconstruction of 7.79 miles of the Central Oregon Highway.

Original overall costs were estimated at $2,362,521 and final costs at $2,395,050 for an overrun of approximately 1 percent. This was generally due to engineering costs.

Appropriate adjustments have been made for non-spec. paving materials in accordance with our March 1978 agreement.

The project was recommended for acceptance on 9-15-77.

COPY SENT
OCT 25 1978
Washington

STATE HWY
REFER TO

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-24-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8343

March 21, 1979

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

Gentlemen:

A post-final payment for $274.45 will be made to Babler Bros., Inc. on Contract No. 8343 for work on the Pine Cr. Road-Beede Reservoir Section of the Central Oregon Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,222,374.53 including the post-final payment. Of the total $32,384.81 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, OR 97202

bc: C. T. Keasey
Walt Hart
Dale Allen

8343 Pine Cr. Rd.-Beede Reservoir '7
Sec., of Central Ore. Hwy.
(Grading, paving)

8342

1

SALEM, OREGON
May 17, 1976

Contract No. 8342
Condon Rock Production

R. D. Church
Contract Payments Engineer

Larry Asburry
Resident Engineer - Condon

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, W. R. Sutherland, the contractor for the project, is a "foreign contractor" and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Dept. of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:ljt
Enclosures

cc: C. T. Keasey
C. H. Williams, Reg. 4
Dick Macak

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No contractor activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractor completed shaping the stockpiles last Saturday, July 31, 1976.

The semi-final estimate was completed and sent to the Region Office on August 4, 1976.

SIGNED ____ LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8342 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Condon	WEEK ENDING August 7, 1976
		SECTION PREFIX 11-8313
	HIGHWAY John Day	COUNTY Gilliam
NAME OF JOB Condon	KIND OF WORK Rock Production	
CONTRACTOR W. R. Sutherland	CONTRACT NUMBER 8342	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 10, 1976	DATE WORK STARTED June 7, 1976	ESTIMATED COMPLETION DATE July 31, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $63,891.00	SPECIFIED COMPLETION DATE July 31, 1976	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $58,311.00	ENGINEERING AUTHORIZATION $5,580.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $52,744.44	ENGINEERING COST TO DATE $5,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED July 31, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,972 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,972 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast-rain			
MONDAY	Ptly overcast-fair			
TUESDAY	" " "			
WEDNESDAY	" " "			
THURSDAY	Showers			
FRIDAY	"			
SATURDAY				

RECEIVED
AUG 9 1976
CONSTRUCTION SECTION
Keasey
Bond
Jackmon
Harwood
Johnsen
Walker
Richards
Glenn
Berg

8-42

September 23, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8342 awarded to W. R. Sutherland for the Condon Rock Production Project on the John Day Highway in Gilliam County was completed on July 31, 1976, and accepted by the State Highway Engineer on September 21, 1976.

Final payment in the amount of $2,597.34 will be released to the contractor after September 28, 1976. The total contract amount is $51,946.70 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc W. R. Sutherland
P. O. Box 11336
Parkwater Station
Spokane, WA 99211

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8342 Condon Rock Prod. Proj. 1976
N. of Condon on the John Day
Hwy.

8341

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 4, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Garden Valley Blvd. Intchge. Section
Pacific Highway
Douglas County

We have completed a survey for the improvement of the exit ramps of this interchange to increase traffic capacity and vehicular storage, thus eliminating a traffic back-up problem on the Interstate main line.

The work will consist of widening the exit ramps to two lanes, installing signs, illumination and landscaping. The total estimated cost for construction of this proposed interstate project is $300,000.

The project was not anticipated during the preparation of the Six-Year Construction Program. I recommend the project and request your authorization for this expenditure of Federal Aid Interstate funds.

This matter will be on the agenda for your consideration at the November 25 meeting.

bc: C. W. Head
E. S. Hunter
G. M. Baldwin
L. W. Rulien
C. O. Fredrickson
R. L. Schroeder
H. S. Coulter
V. E. Skoog
Gary Sund
Jarck Graham

BLG:ljt dpy

ROSEBURG. ORE
DEC 1. 1975

TO: JACK C. McCORMICK
DISTRICT ENGINEER
FROM: H. ARGO
LANDSCAPE FOREMAN

SUBJECT: GARDEN VALLEY
PRELIMINARY PLANS REVIEW

SHEET 3A, ITEMS ② THROUGH ⑥, MAKE THE "BY OTHERS" TO READ: "DISTRICT LANDSCAPE CREW". THIS WILL INSURE THAT ALL ROTARY HEADS, ELECTRIC VALVES, SHRUB RISERS, CONCRETE TILE WILL BE RETAINED BY STATE FORCES FOR FUTURE INSTALLATION.
SHEET 3B, ITEMS ④ AND ⑤ BY DISTRICT CREW.

ANY SHRUB SALVAGE SHALL BE PERFORMED BY STATE FORCES AS WELL.

CONTRACTOR SHALL REPAIR OR REPLACE ALL DAMAGED IRRIGATION ITEMS INCURRED BY HIS ACTIVITY. THE SAME SHALL APPLY TO SHRUBS AND GROUND COVER.

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 2, 1975

FILE: DES

FROM: Jack C. McCormick, District Engineer

Jack C. McCormick

TO: Frank E. Terpin, Final Design Engineer

SUBJECT: Garden Valley Blvd. Int. Sec.
Preliminary Plan Review

Attached find some notes on subject project from Harvey Argo, Landscape Foreman.

We would like to salvage the items he has listed if possible.

JCM:gl

Attachment

REFERRED TO

___ Beard ___ Reed
___ Cole ___ Sample
___ Eriksen 1 Watson LW
___ Hager ___ Wolfe
Return [✓ Discuss] Do File Copy Due___
BY FINAL DESIGN ENGINEER

RECEIVED
DEC - 3 1975
ROAD DESIGN SECTION

___ Varsteeg
___ A. Olson
1 Terpin T
___ Scott
2 Swenson
___ R. Olson
___ Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

8341.

BLG:ljt

January 30, 1976

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the Six-Year Construction Program that need finance approval for contracting.

SECTION	FUNDING	AMOUNT	REMARKS
NE Union Ave-NE 82nd Ave., Col. Riv. Hwy., Mult. Co.: Glare Screening	FAU	$ 220,100	Accident Prevention
Pac. Hwy. E. O'xing-N. Col. Blvd., Pac. Hwy. Mult. Co.: Signing	FAI	80,000	Completion Previous Work
Garden Valley Blvd. Int., Pac. Hwy., Douglas Co.: Grade, Pave	FAI	270,500	Safety Intchge. Revision
So. 6th St. RR O'xing (K. Falls), K.Falls-Lakeview Hwy., Klamath Co.	FAU	1,900,000	Deck Repair

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the February meeting.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Ed Hardt
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
J. H. Versteeg
Alfred Shirley
George Bell
E. S. Hunter
V. E. Skoog
R. N. Bothman

GARDEN VALLEY BLVD. INTERCHANGE SECTION

PROJECT NO. I-5-3(106)126

Project Data: The work consists of channelization of the northbound and southbound off ramps requiring grade, drain, high-type pavement, sign, highway lighting and incidental work common to this type of project to provide 12-foot left and right turn lanes on each ramp.

IM 50-1-70, FHPM 7-7-2 & 7-7-5 Requirements: Previously complied with as this work is considered stage construction for it was originally programmed under Project No. I-5-3(95)120, but was not ready for inclussion in the project in P. S. & E. approval. This program action initated to simplify accounting procedures.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

pecos)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
lvd. Interchange (65)		21,000	35,000 (66) (70)	96 (71) (72)	10	Oregon	41 (2) (3)	042 (4) (9)	840 (14) (18)

EST (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER (S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only: POST MI. (24) (26)	DESIG. 27
							I-	5-3	(106)	126	

COUNTY NAME	CODE	PROGRAM STAGE
Douglas	019	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)
I	I-5	1	I-5

TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
en Valley Blvd. erchange Section"	0.0	262,200	241,900	20,300		Channelization of traffic requiring grade, drain, pave (high-type), signing and illumination. ROW-200 min.; Access control-full; Parking Restrictions-complete.
PROJECT TOTALS	0.0	262,200 (16) (23)	241,900 (24) (33)	20,300		

REMARKS Additional Data: Item No. 775; Project No. I-5-3(95)124.

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 5, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-5, Garden Valley Blvd. Interchange (Roseburg) 65	ADT	PRESENT 21,000	FUTURE 35,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Channelization of Traffic 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 5-3

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas				CODE 019
	NAME OF URBAN AREA Roseburg 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) Y008		"Garden Valley Blvd. Interchange Section"	0.0	262,200	241,900	20,300	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	0.0	262,200	241,900	20,300	
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (32)	REMARKS Additional Data: Item No. I-5-3(95)124.	

8341

February 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien ORIGINAL SIGNED BY L. W. RULIEN
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(106)126

We are submitting program data for one project, Item No. 840, Project No. I-5-3(106)126, "Gordon Valley Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to recieve bids for this project March 25, 1976.

JG:rw

Encl.

cc: Alfred Shirley, Jr. (Region 3)
D. E. Swan (3)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 2/17/76
BY (Signature): L.W. Rulien's letter of 2/5/76
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
840	I-5-3(106)126	0.0	262,200	241,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Garden Valley Blvd Interchange Section Douglas County State of Oregon	Channelization requiring grade, drain, pave, sign, & illumination.

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
Rulien
FOR
Info Inves R/O O/R Sign

REMARKS (Division)

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 2/17/76
SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8341

13

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5-3(106)126

STATE PROJECT NO. Garden Valley Blvd. Intch.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. 1-840

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-7-76	4-7-76	Interstate Route 5
		STATE ROUTE NUMBER Pacific Highway Route 1

GENERAL LOCATION:

City of Roseburg

GENERAL DESCRIPTION OF WORK:

Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*

Permanent Pavement Striping	$200
Temporary Erosion Control	200

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2-17-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 4-2-76 letter of request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $262,033 - federal funds $241,804.

A signed copy of the title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-13-76	for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Garden Valley Blvd. Interchange
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 100.00

Federal Funds	$173,560.00
State Funds	14,521.00
Total	$188,081.00

Group 1	100%
Contract No.	8341
Prefix No.	610-1063

Wood Sign Posts	All Required		500.00
Sign Support Footings	All Required		7,500.00
Breakaway Sign Posts	All Required		2,900.00
Cantilever Sign Structure, Sta. GV 37+50 Lt.	All Required		8,700.00
Cantilever Sign Structure, Sta. GV 18+18 Lt.	All Required		8,700.00
Type "A" Signs in Place	585 sq.ft.	11.00	6,435.00
Type "C" and "D" Signs in Place	85 sq.ft.	7.00	595.00
Type "I" and "M" Signs in Place	70 sq.ft.	7.00	490.00
Type "EE" Signs in Place	10 sq.ft.	8.00	80.00
Sign Illumination Equipment	All Required		5,000.00
Move Existing Signs	All Required		400.00

Illumination

Foundations	10 only	400.00	4,000.00
Frangible Aluminum Transformer Bases	24 only	275.00	6,600.00
Relocate Existing Light Poles	10 only	170.00	1,700.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		12,000.00

Landscaping

Furnishing and Planting Shrubs	630 only	6.75	4,252.50
Bark Mulch	18 units	115.00	2,070.00
Irrigation System	All Required		5,738.00
			$170,582.82

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 200.00
Temporary Erosion Control (E.W.)	All Required		200.00
			$ 400.00
	Subtotal		$170,982.82
	Engineering		17,098.18
	Total		$188,081.00

Length of Project . . . . 0.00 Mile

Oregon State Highway Division
Salem, Oregon, May 19, 1976

Federal-Aid Project
No. I-5-3(106)126 Safety

Garden Valley Blvd. Intchge.
Pacific Highway
Douglas County

Project Agreement Estimate.

Type Code Y008
Roadway (Sta. 2503+65)

Mobilization	All	Required		$ 11,000.00
Temporary Protection and Direction of Traffic	All	Required		11,000.00
Temporary Signs	200	sq.ft.	7.50	1,500.00
Temporary Barricades	1	only	125.00	125.00
Flagmen	320	hours	16.25	5,200.00
Clearing and Grubbing	All	Required		6,600.00
Removal of Structures and Obstructions	All	Required		4,760.00
Embankment in Place	2,255	cu.yds.	2.19	4,938.45
Finishing Roadbed and Slopes	All	Required		2,400.00
Watering	40	M-gals.	5.00	200.00
Treated Base Material	2,180	tons	4.60	10,028.00
Cement in Treated Base Mixture	120	tons	63.00	7,560.00
Aggregate Shoulders	900	tons	4.60	4,140.00
Class "B" or Class "C" Asphalt Concrete Mixture	770	tons	7.00	5,390.00
Class "E" Asphalt Concrete Mixture	500	tons	9.00	4,500.00
Asphalt Cement in Mixture	85	tons	80.00	6,800.00
Portland Cement Additive in Class "E" Mixture	5	tons	100.00	500.00
18-inch Sewer Pipe	10	lin.ft.	40.00	400.00
Guard Rail, Type 2A	325	lin.ft.	5.75	1,868.75
Guard Rail Anchors, Type 1	1	only	312.50	312.50
Guard Rail Anchors, Type 2	1	only	312.50	312.50
Rail End Pieces, Type A	1	only	9.37	9.37
Rail End Pieces, Type C	1	only	125.00	125.00
Concrete Curbs	170	lin.ft.	3.75	637.50
Paved Culvert End Slopes	31	sq.ft.	6.25	193.75
Delineators	30	only	14.05	421.50

Signing

Removal of Existing Sign Installation	All	Required		2,000.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8341.

STATE COPY

Form Approved; O M B No. 04-R2089

45

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-212	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-21-76	State Oregon County Douglas Project No. I-5-3(106)126 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Garden Valley Blvd. Interchange (Roseburg)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-7-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 188,081	FEDERAL FUNDS $ 173,560

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

8341

Salem, Oregon
June 1, 1976

R. D. Church
Contract Payments Engineer

Contract No. 8341
Garden Valley Blvd. Intchge.

Curtis Duval
Resident Engineer - Roseburg

Your attention is called to Section 109.13 of the Special Provisions for the subject contract. By definition, S. D. Spencer & Son, the contractor for the project, is a "foreign contractor" and we are required to enforce this section.

We are enclosing a copy of Form FPR (12/75) for his use. This must be filed with the State of Oregon Department of Revenue within 60 days from date of award of contract or we will be required to withhold any payments due.

RDC:md

Enclosures

cc: C. T. Keasey
Alfred Shirley, Region 3
Dick Hacek

Form A-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8341

Order No. 4

Section Garden Valley Blvd. Intchg.

Date Febuary 10, 1977

Highway Pacific

F.A.P. No. I-5-3(106)126

County Douglas

Prefix 610-1063 Account No. 270

Description of Work To Be Done:

Remove irrigation Sprinkler Heads, Control Valves, Electrical Wiring and Cap existing water pipes.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

1 ea. Landscape Foreman @ 8.96 hr. (40 hrs.) =	716.80
2 ea. Highway Maintenance worker II @ 7.73 (160hrs.)	1236.80
Equipment Rental	50.00
Estimated total+	$2000.00

Explanation: This work was detailed on the Plans, sheets 3A and 3B, as work to be done "By Others". The materials were Salvaged by the maintenance crew and they were also equipped to complete this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 194,179.00
Present estimate of project cost, including $ 2000.00 for work under this order	$ 194,179.00
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: A.D. [illegible]
for Curtis H. [illegible]
Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: C F Kersey
Construction Engineer

5-41 p

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 10, 1977

NOTED
E. S. HUNTER

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Project
Garden Valley-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

Your recent letters on landscaping at the Garden Valley, Harvard and Fairgrounds Interchanges raised a number of questions.

I would think that if the interchanges were not landscaped, we would be criticized because we had destroyed previous landscaping in an urban area and had not replaced it.

I believe a Citizens Advisory Committee would be a big help in giving us local thoughts on the extent of landscaping.

Quite frankly, I do not think it is appropriate to approach the City of Roseburg or Douglas County to share in any of the costs on the Interstate system.

Several years ago, when the BLM was in the process of constructing their new district offices adjacent to the Garden Valley interchange, they requested that we landscape the slopes of the ramps overlooking their offices and our response was negative. We even requested possible federal participation in this and the response from FHWA was also negative. Here again, I do not feel it is appropriate to go to the BLM for any financial participation in landscaping.

RECEIVED
STATE HWY ENGR
MAY 11 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

That portion of the freeway which abuts on the Veterans Administration Hospital property is landscaped at the present time primarily with ground cover plants. There is no proposed additional landscaping to the Garden Valley Interchange so it will remain as it is.

I would like to say at this time, however, that we receive quite a few compliments on the beauty of that interchange and I, along with others, feel that it is probably one of the prettier landscaped interchanges on the Interstate system in Oregon.

We are now in the process of going back to historical records to determine the landscaping costs that we have incurred in the past and also some predictions on costs and manpower needs for the landscaping proposed at the Harvard and Fairgrounds Interchanges.

cc E. S. Hunter

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	No activity
MONDAY 23	Placed Shoulder aggregate on E2 line.
TUESDAY 24	Compacted Shoulder aggregate on "E2" line/
WEDNESDAY 25	Installed remaining delineators behind guard rail on the "E2" line. Dressed Shoulder Rock on the "E2" line.
THURSDAY 24	No Activity rest of Week.
FRIDAY	
SATURDAY	

REMARKS

STATUS OF WORK:

This project complete except for some minor clean-up

SIGNED A. D. Vohland
C. H. DuVal Res. Engr.
LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8341

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Garden Valley Boulevard Interchange		WEEK ENDING: May 28 , 1977 SECTION PREFIX: 610-1063
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Garden Valley Boulevard Interchange	KIND OF WORK: Grading, Paving, Signing, Illumination, & Landscape	
CONTRACTOR: S. D. Spencer & Son	CONTRACT NUMBER: 8341	FEDERAL AID PROJECT NUMBER: I-5-3(106)126
DATE OF CONTRACT: May 11, 1976	DATE WORK STARTED: May 11, 1976	ESTIMATED COMPLETION DATE: May 25, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 200	WORK DAYS USED: CALENDAR DAYS USED 360.5
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 180
PROJECT AUTHORIZATION: $194,179.00		
EXCLUSIVE OF ENGINEERING: $178,781.55	ENGINEERING AUTHORIZATION $15,397.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $178,781.55	ENGINEERING COST TO DATE $28,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.00%	PERCENT OF AUTHORIZATION 182 %	DATE PROJECT WAS COMPLETED: May 25, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Class B&C	MAT'L. PROD		Class E
100%			100%	~~100%~~			100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2255 cy	770 tons			500 tons
TOTAL QUANTITIES CORRECTED TO DATE	570 cy	970 tons			500 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	550 cy	970 tons			790 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Showers	1		
MONDAY 23	Showers	1		
TUESDAY 24	showers	1		
WEDNESDAY 25	Showers	1		
THURSDAY 26	Showers	0		
FRIDAY 27	Showers	0		
SATURDAY 28	Showers	0		

K

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — MAY 31 1977 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

foregoing Notice of Claim as true to the best of his knowledge and belief and stated that he was authorized to execute the Claim on behalf of Stillwell Construction Co.

Notary Public for Washington
residing at Seattle
My commission expires: 8/15/78

RECEIVED
JUN 30 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STILLWELL
CONSTRUCTION CO.

GENERAL CONTRACTORS
P. O. BOX 186
BELLEVUE, WASHINGTON 98004
TELEPHONE SHERWOOD 7-2900

June 24, 1977

NOTICE OF CLAIM

RECEIVED
JUN 30 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: OSHD Contract No. 8341

Notice is hereby given that the undersigned, Stillwell Construction Co., has a Claim for labor, materials, supplies and equipment performed and furnished on the above project in the sum of $15,493.90 against the bond taken from S. D. Spencer and Son, as principal, and St. Paul Fire and Marine Insurance Company, as surety, for the work of installing permanent signing of the Garden Valley Interchange section of I-90 Highway, in or near Roseburg, Oregon.

STILLWELL CONSTRUCTION CO.

BY J F Stillwell Jr
Its President

STATE OF WASHINGTON)
) ss.
County of King)

Before me personally appeared J. F. Stillwell, Jr., known to me to be the President of Stillwell Construction Co., and verified the

STILLWELL

CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS

13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
SH 7-2900

June 24, 1977

Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: OSHD Contract No. 8341
Garden Valley Interchange

Gentlemen:

Enclosed please find the Notice of Claim on behalf of Stillwell Construction Co. against S. D. Spencer and Son and its sureties for monies owed on the above project.

Please acknowledge receipt of the Claim on the enclosed copy, and return the same to us in the enclosed envelope.

Very truly yours,

STILLWELL CONSTRUCTION CO.

J. F. Stillwell

J. F. Stillwell, Jr
President

ss

cc: S. D. Spencer and Son

RECEIVED
JUN 30 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
G. W. HEAD

8341

9

July 6, 1977

Stillwell Construction Co.
P. O. Box 186
Bellevue, Washington 98009

Attention: J. F. Stillwell, Jr.
President

Gentlemen:

This will acknowledge receipt of your letter of June 24 with attached Notice of Claim stating that S. D. Spencer & Son owes you for labor, materials, supplies, and equipment in the amount of $15,493.90.

You state this is in reference to the S. D. Spencer and Son Contract No. 8341 for work on Garden Valley Boulevard Interchange Section in Douglas County.

The St. Paul Fire and Marine Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

NOTED ON CARD
7-6-77

St. Paul Fire & Marine Ins. Co.
500 N. E. Multnomah
Portland, OR 97232

Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

8341 5203 FILES 9

FILED
JUL 8 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JUL 7 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

July 6, 1977

Stillwell Construction Co.
P. O. Box 186
Bellevue, Washington 98009

Attention: J. F. Stillwell, Jr.
President

Gentlemen:

This will acknowledge receipt of your letter of June 24 with attached Notice of Claim stating that S. D. Spencer & Son owes you for labor, materials, supplies, and equipment in the amount of $15,493.90.

You state this is in reference to the S. D. Spencer and Son Contract No. 8341 for work on Garden Valley Boulevard Interchange Section in Douglas County.

The St. Paul Fire and Marine Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. HEAD
C. W. Head
COMMISSION SERVICES

NOTED O
7-11-77
dda

CWH:fkn

RECEIVED
JUL 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

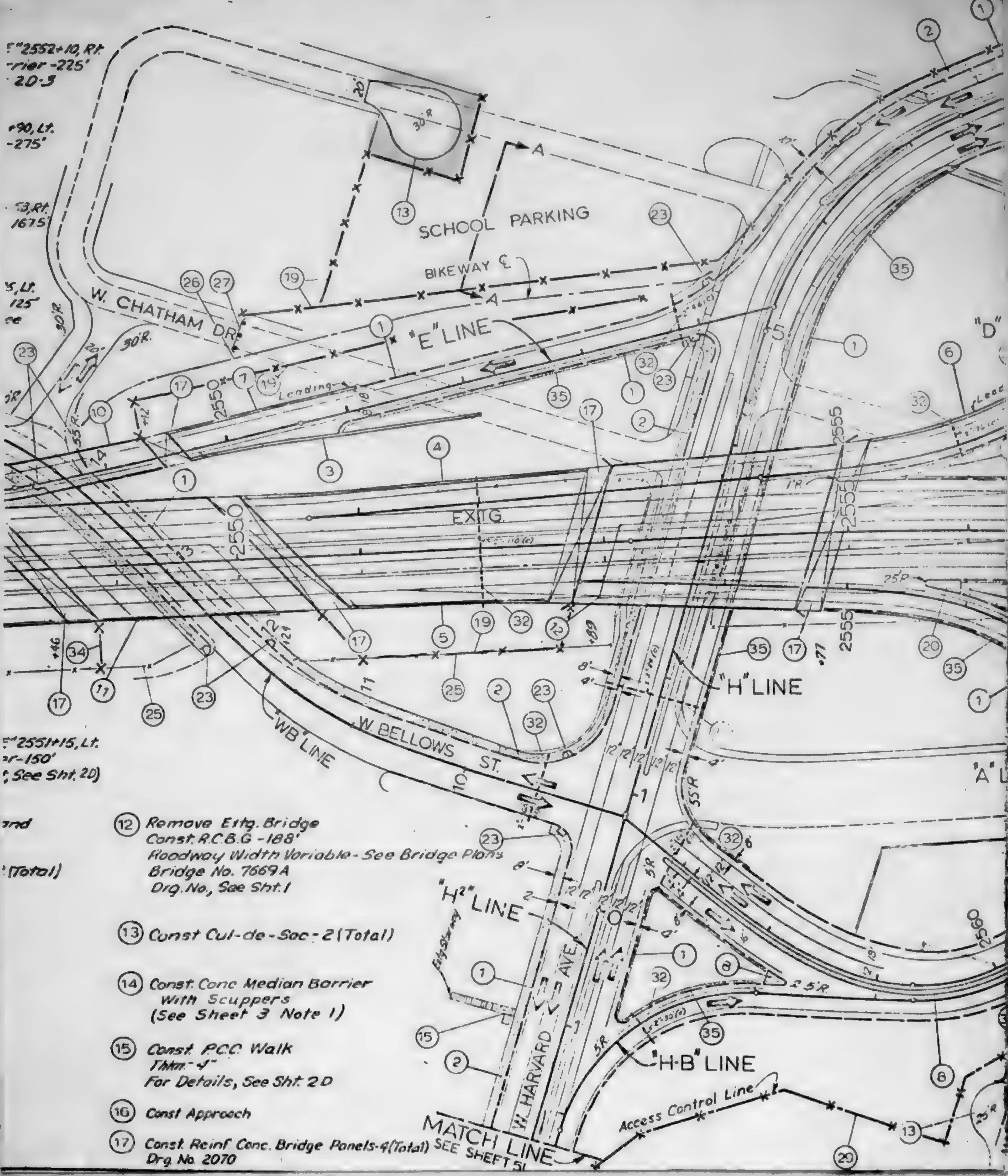
St. Paul Fire & Marine Ins. Co.
500 N. E. Multnomah
Portland, OR 97232

NOTED
C. W. HEAD

Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HARVARD AVE. INTERCHANGE

SEC. 24, T.27S., R.6W., W.M.
ROSEBURG


SCHOOL PARKING
BIKEWAY ℄
W. CHATHAM DR.
"E" LINE
EXTG.
"H" LINE
"WB" LINE
W. BELLOWS ST.
"H2" LINE
W. HARVARD AVE.
"H-B" LINE
"D"
"A" L
Access Control Line
Extg. Stairway
Landing
MATCH LINE SEE SHEET 5I
2550
2555
2560
30'R
25'R
55'R
A
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"2552+10, Rt.
rier -225'
20-3

+90, Lt.
-275'

53, Rt.
167.5'

5, Lt.
125'
ce

"2551+15, Lt.
r-150'
, See Sht. 20)

and

(Total)

⑫ Remove Extg. Bridge
Const. R.C.B.G. -188'
Roadway Width Variable - See Bridge Plans
Bridge No. 7669A
Drg. No., See Sht. 1

⑬ Const Cul-de-Sac - 2 (Total)

⑭ Const. Conc Median Barrier
With Scuppers
(See Sheet 3 Note 1)

⑮ Const. P.C.C. Walk
Thkn. - 4"
For Details, See Sht. 2D

⑯ Const Approach

⑰ Const. Reinf. Conc. Bridge Panels - 4 (Total)
Drg. No. 2070

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

CON 5

July 1, 1977

Donald A. Bentz
Director of Public Works
City of Roseburg
900 S. E. Douglas
Roseburg OR 97470

Dear Don:

Attached is a copy of a letter to the editor that appeared in yesterday's edition of The News-Review.

Apparently residents on W. Chatham Street are complaining that the area behind the curbs on the cul-de-sac on N. Chatham Street has not been landscaped.

According to the agreement between the State of Oregon and the City of Roseburg for the construction of the Garden Valley-Fairgrounds Section of I-5, this cul-de-sac will become the maintenance responsibility of the City of Roseburg.

This office is willing to recommend that landscaping be done in this area if the City of Roseburg is willing to assume the maintenance. If the city is agreeable to this, please advise the extent of the landscaping maintenance you might be willing to assume such as irrigation, lawn, ground cover, shrubs, etc.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw
Attach.

cc A. W. Bates

Telephone 503/672-7701

CITY OF ROSEBURG
900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

July 12, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

I have discussed your letter of July 1, 1977 reference Chatham Drive landscaping with our Parks Director and recommend that since this is a flat area that can be easily maintained, a sprinkling system with lawns be considered in your landscaping plans.

Upon completion of the work, the Parks Department of the City will accept the responsibility for maintenance.

Yours very truly,

Donald A. Bentz
Director of Public Works

DAB:dw

RECEIVED
[illegible] 1977

Timber Capital of the Nation

#8341

Form 81-734-8030

8341

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
July 19, 1977

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Garden Valley-Fairgrounds Landscaping

TO: H.S. Coulter
State Highway Engineer

The landscaping plans, at least to date, have not included any landscaping for the area behind the curb of the cul-de-sac, under contract on N. Chatham Drive. This is shown shaded in yellow on the attached sketch.

We have had some complaints about the lack of landscaping at this location.

This area will become the responsibility of the City of Roseburg to maintain, and the city has indicated an agreement to maintain a lawn and irrigation system in the area.

Attached is a letter from the city agreeing to accepting this responsibility. This office recommends that that area be landscaped with a lawn and irrigation system.

AS/slc
Encl.

cc E.S. Hunter
J.H. Versteeg

RECEIVED
STATE HWY ENGR
JUL 20 '77
REFER TO
Hunter & Hochwing
FOR
Info Inves R/D D/R Sign Act File

what would cost be — or will FHWA participate?

If not $500 larger recommend agreement with city be prepared and then proceed. —

8-4-77 [illegible] w/ [illegible] agree. [illegible] will [illegible] will send [illegible] back through Ed

ITEM	DESCRIPTION	AUTHORIZATION	FINAL QUANITIY	% OVER OR UNDER
EWO#1	Assemble State Furnish Luminaire Poles	$500.00	$367.26	-26.5%
EWO#2	G-2MA Inlet	$375.00	$179.75	-52.1%
EWO#3	Asph. Conc. Walks	$160.00	$142.11	-11.2%
EWO#4	Repair Damaged Concrete Curb Furnish and Install Sewer Pipe	$500.00	$542.04	+8.4%
SFO#1	Furnish and Transport Illumination Poles	$1000.00	$1521.64	+52.2%
SFO#2	Temporary Pavement Stripping Final cost are not available at this time.	$280.00	0.00	
SFO#3	Permanent Pavement Stripping Final costs are not available at this time.	$200.00	0.00	
SFO#4	Remove irrigation sprinkler heads and	$2000.00	$1330.33	-33.0%

ITEM	DESCRIPTION	AUTHORIZED	FINAL QUANITITY	% OVER OR UNDER
28	Wood Sign Posts	Lump Sum	100%	0.0%
29	Sign Support Footings	Lump Sum	100%	0.0%
30	Breakaway Sign Posts	Lump Sum	100%	0.0%
31	Cantilever Sign Structue Sta..GV 37+50 Lt.	Lump Sum	100%	0.0%
32	Cantilever Sign Structure Sta. GV 18+18	Lump Sum	100%	0.0%
33	Type "A" Signs in Place	585 sq. ft.	581.0	0.7%
34	Type "C" and "D" Signs in Place	85.0 sq. ft.	76.0	-10.6%
	All specified signs were installed.			
35	Type "I" and "M" Signs in Place	70.0 sq. ft.	46.0	-34.3%
	Type "U" Signs were included in estimate. A PA was written to cover type "U" signs			
36	Type "EE" Signs in Place	10.0 sq. ft.	6.3	-37.0%
	All specified signs were installed.			
37	Sign Illumination Equipment	Lump Sum	100,0%	0.0%
38	Move Existing Signs	Lump Sum	100.0%	0.0%
39	Foundations	10 each	10	0.0%
40	Frangible Aluminum Transformer Bases	24 each	23	-4.2%
41	Relocate Existing Light Poles	10 each	10	0.0%
42	Switching,Conduit,Wiring,Lamps,Etc.	Lump Sum	100.0%	0.0%
43	Furnishing and Planting Shrubs	630 each	631	+0.2%
42				
44	Bark Mulch	18 units	20	+11.1%
	Overrun was necessary to get specified depths.			
45	Irrigation System	Lump Sum	100%	0.0%
PA 1	State Furnished Frangible Bases	Documentary	100%	0.0%
PA 2	Type CL-6 Chain Link Fence	Lump Sum	100%	0.0%
PA 3	Class "E" AC Anti-Strip additive	Lump Sum	100%	0.0%
PA 4	Specified Signs with No Bid Item.	Lump Sum	100%	0.0%
PA 5	Penalty for non-spec, Class "E" AC	Lump Sum	100%	0.0%

ITEM	DESCRIPTION	AUTHORIZED	FINAL QUANTITITY	% OVER OR UNDER
11	Treated Base Mixture Overrun was necessary to get specified depths and widths.	2180 tons	2970.95	+36.3%
12	Cement in Treated Base Mixture More Treated Base Mixture was used then planned.	120 tons	146.368	+22.0%
13	Aggregate Shoulders Less Aggregate Shoulder Material was required than estimated.	900 tons	776.505	-13.7%
14	Class"B"or Class "C" Asphalt Concrete Mixture Overrun was necessary to get specified depths and widths.	770 tons	972.475	+26.3%
15	Class "E" Asphalt Concrete Mixture Overrun was necessary to get specified depths and widths.	500 tons	792.465	+58.5%
16	Asphalt Cement in Mixtures More Asphalt Mixture was required than estimated.	85 tons	120.35	+41.6%
17	Portland Cement Additive in Class "E" Mixture More Class "E" Asphalt Concrete Mixture was used then estimated.	5 tons	7.77	+55.4%
18	18-inch Sewer Pipe 12-inch pipe was required rather than 18-inch. An EWO was written to cover the 12-inch pipe.	10 Lin. Ft.	0.0	-100.00%
19	Guard Rail Type 2A Guard rail was lenghtend to get the required flair on the previously constructed fill.	325 Lin. Ft.	350.0	+7.7%
20	Guard Rail Anchors, Type 1	1 each	1	0.0%
21	Guard Rail Anchors, Type 2	1 each	1	0.0%
22	Rail End Pieces, Type A	1 each	1	0.0%
23	Rail End Pieces, Type C	1 each	1	0.0%
24	Concrete Curbs Estimated quanity was more than adequate.	170.0 lin. ft.	152.3	-10.4%
25	Paved Culvert End Slopes Estimated quanity was more than adequate.	31 sq. ft.	~~25~~ 23	-25.8
26	Delineators	30 each	31	+3.3
27	Removal of Existing Sign Installations	Lump Sum	100%	0.0%

OREGON STATE HIGHWAY DIVISION

Statement of Overruns & Underruns

Garden Valley Blvd. Intch.
Highway: Pacific
County: Douglas
Contract:8341
Prefix: 610-1063

	Original Authorization	Semi-Final Estimate	Overrun or Underrun
Contract Amount	$170,582.82	$175,611.30	+2.9%
Additional Anticipated Items	500.00	500.00	0.0
Contingencies	7,698.73	7,321.89	-9.5
Engineering	15,397.45	30,000.00	+51.3
Liquidated Damages	000.00	16,050.00	
	$194,179.00	$197,383.19	+1.6

Explanation of Overruns & Underruns

ITEM	DESCRIPTION	AUTHORIZATION	FINAL QUANITITY	% OVER OR UNDER
1	Mobilization	Lump Sum	100%	0.0
2	Temporary Protection an Direction of Traffic	Lump Sum	100%	0.0
3	Temporary Signs The Engineer ordered additional signs to adequately protect the public.	200 sq. ft.	272.0	+36.0%
4	Temporary Barricades Engineer ordered an extra barricade for adequate traffic protection	1 each	2	+100.0%
5	Flagmen Proper signing did not warrant flagmen	320 hours	90.5	-71.7
6	Clearing and Grubbing	Lump Sum	100%	0.0
7	Removal of Structures and Obstructions	Lump Sum	100%	0.0
8	Embankment in Place Embankment placed according to plans, less required than estimated.	2,255 cu. yd.	934.58	-58.6%
9	Finishing Roadbed and Slopes	Lump Sum	100%	0.0
10	Watering Watering was no required due to adequate moisture in emabankment materials	40M-gal	0.0	-100.00%

Garden Valley Blvd. Intch.
Contract No. 8341
Prefix No. 610-1063

Price Agreements:
#1= Documentary
Supplier unable to furnish frangible aluminum transformer bases when needed. These bases were obtained from "State" Stock source and replaced by contractors shipment.

#2= Install 350 lin ft. type CL-6 chain link fence. The existing type 3 fence was removed to properly construct the "E2" line, embankment and ditch at toe of slope. The type CL-6 fence was required due to land use changes.

#3= Furnish Anti-Strip additive in class "E" Asphalt Concrete Mixture. Mix design specified anti-strip additives to upgrade aggregates.

#4= Furnish type "U" Signs.
Project plans specified type "U" Signs to be installed. However no bid item was established to compensate for the signs.

#5= Penalty Assessment for Production of non-specification class "E" AC mixture.

Extra Work Order:
#1 This order was necessary as Seven additional Luminaire Poles furnished from State Sources were unassembled.

#2 This order was written to provide a modified G-2MA inlet. We decided later to line the dithes with concrete and omit the inlet. It proved to be a better installation as the Inlet would not have worked.

#3 This order was written to provide for replacing existing Asphalt Concrete Walkway. The existing walkway was destroyed during widening of the roadway.

#4 This order was written to provide a 12" pipe extension. The plans indicated an 18 " pipe in place. Also the completed type "C" Concrete Curb was destroyed by truck traffic. This order provided for its repair.

By May 25, 1977 the contractor and his Subcontractors had completed the project to our satisfaction. Therefore notice was transmitted to suspend the Calendar day count. At this point of the contract 360.5 Calendar Days were charged, which resulted in Liquidated damages of $16,050.00

A. D. Vohland
A. D. Vohland
Asst. Res. Engr.

1-5

Narrative Report

Garden Valley Blvd. Intch.
Contract No. 8341
Prefix No. 610-1063

The contract for this project was awarded May 11, 1976 to S. D. Spencer & Son. The contract consisted of Grading, Paving Illumination, Signing and Landscape of the Garden Valley Boulevard Interchange.

The specified completion time of 200 calendar Days, were more than adequate for the project, as 104 workdays were used on the project. However the contractor did overrun the calendar days, as 360.5 days were charged against the contract. the main reason being 64 percent of the time had elapsed before any activity began. The Subcontractor, Sims Elec. were the first to perform work on the project, with the contractor, S. D. Spencer & Son next to appear. 89 percent of the time had elapsed. The contractor indicated he would not submit a time"extension"for this project.

Grading & Paving:

S. D. Spencer & Son began clearing & Grubbing on November 17, 1976, followes by fill operations, cement treated base and Class "C" AC. This work was completed by December 2, 1976. They began paving "E" mix on December 16, 1976 with the B2 line being completed. Adverse weather prevented any further paving until May 19, 1977, at which time the final paving of "E" mix was completed on E2 line. This compelted all work accomplished by the contractor as all other items were sub-contracted.

The contractor did not make a diligent effort to complete the project within the scope of time allotted, As you can readily see, his operations covered a three week span. This prevented his sub contractors from completing their work on time. Therefore the bulk of the contract was completed under liquadated damages.

Illumination:

A subcontract by Sims Electric, Roseburg was awarded to install the illumination equipment on the project. Their work began October 4, 1976 and continued through December, 1976. At this time all of the illumination was completed with the exception of the two cantilever signs. These signs were completed in March 1977. This concluded all work by Sims Electric. This company was very congenial to deal with and their employees were conscientious.

Signing:

Stillwell Construction Co., Bellevue, Wash. a subcontractor, constructed the signing portion of the contract. They began February 9, 1977 and were completed by April 5, 1977, Their work included two cantilever signs, Breakaway Sign Posts and wooden sign posts, plus the installation of the appropriate signs on each support.

Landscape & Irrigation:

Emerald Landscape and Nursery Servic, Eugene, Ore. a sub contractor, installed the Irrigation equipment and Landscape the project. Their work began Febuarary 7, 1977 with completion date of March 17, 1977.

REFERRED TO
___Beard ___Dorn___
___Cole ✓ Semple ___
___Eriksen ___Watson___
___Hager ___Lau___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 29 1977
ENGINEERING SECTION

___Trout ___
Do Not File
Return To___
Bring Up ___/___/___
Action___

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 11, 1978

FILE:

NOTED
E. S. HUNTER

John C. Jenkins
Engineer of Materials & Research
By

FROM: J. E. Wilson
Materials Engineer

TO: A. Shirley
Region Engineer

SUBJECT: Class "E" Asphalt Concrete Surface Flushing, Garden Valley Blvd. Interchange Contract #8341

Laboratory test reports #78-11597 through #78-11601 have been distributed for Class "E" asphalt concrete surfacing, Class "C" base lift and PMBB or old pavement samples, from five locations in the area of asphalt surface flushing on the Garden Valley Blvd. Interchange project. The test results indicate that the surface flushed Class "E" surfacing contains excess fine aggregate, excess asphalt and the recovered asphalt from the mix is of a softer consistency than expected. Gradation, asphalt content and recovered asphalt consistency of the base lift and PMBB, or old pavement, are generally satisfactory.

The average test results for 1976 RTFC aged Chevron AR8000 used in the Class "E" asphalt concrete paving are: penetration - 47, 140°F viscosity - 7926 poise and 275°F viscosity - 893 centistokes. The following tabulation shows that asphalt recovered from the surface flushed or bleeding pavement is in each case considerably softer than that from the non-flushed pavement or expected from a two year old pavement. It appears that some type of contamination, possibly diesel from truck bed coating during construction, has softened the asphalt and stripped the asphalt to the pavement surface as the volatiles escape.

Lab Number	11597	11598	11599	11600	1601
Surface Burned	YES	YES	NO	NO	YES
Surface Bleeding	YES	NO	NO	NO	YES
Penetration @ 77°F	44	33	30	26	43
Viscosity @ 140°F	8,195	13,013	14,709	25,419	8,694
Viscosity @ 275°F	776	924	1,064	1,210	794

JEW:pf

cc: C. T. Keasey

RECEIVED
TECHNICAL SERVICES
OCT 12 '78
REFER TO
FOR

Info	Inves	R/D	L/R	ign	Act	[illegible]

WILLIAMS, STARK, HIEFIELD, NORVILLE & GRIFFIN, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
GARY M. ANDERSON
MICHAEL D. WILLIAMS

13 March 1978

IN REPLY PLEASE REFER TO
FILE NO. 78-021

Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract No. 8341 Garden Valley Interchange

Gentlepeople:

This office represents Stillwell Construction Co. with regard to its claim against S. D. Spencer & Son, General Contractor, and St. Paul Fire & Marine Insurance, Surety, for labor and materials supplied under Subcontract on the above-referenced project.

Would you please supply me, at my expense, with the following: copy of the general Contract with S. D. Spencer; copy of the Bond given and taken in connection therewith; and the date on which the work on this project was accepted by your affirmative action.

I will appreciate you expediting this request, as I have been instructed by my client to file suit immediately thereon.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.

James E Griffin

JAMES E. GRIFFIN

cc: James M. Martin
J. F. Stillwell, Jr.
JEG/emb

RECEIVED
[illegible]
COMM[illegible]
DEPARTMENT OF [illegible]

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
Ace Head.
FOR
Info Inves R/D D/R Sign Act File ✓

NOTED
C. W. HEAD

8341

8

March 15, 1978

Williams, Stark, Hiefield, Norville
& Griffin, P.C.
Attorneys at Law
Boise Cascade Building
Portland, OR 97201

Attention: James E. Griffin

Gentlemen:

As requested in your recent letter, we are attaching the contract and bond for the S. D. Spencer & Son Contract No. 8341, Garden Valley Boulevard Interchange Section on the Pacific Highway in Douglas County.

This contract was completed on May 25, 1977 but has not yet been accepted by the State Highway Engineer.

Your remittance in the amount of $12.60 will be appreciated as we did not have an extra copy of the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Enclosure

8341 7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8341

Salem, Oregon

April 24, 1979

Original signed by M. D. Glenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: Garden Valley Blvd. Interchange
FAP No. I-5-3(106)126
Contract No. 8341
Recomputed Price Adjustment For
Non-Spec. A.C. Mixtures

The price adjustment for Class "B" or "C" and Class "E" A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #5	Recomputed Amount
#14 - Class "B" or "C" A.C. Mix	0	$137.13
#15 - Class "E" A.C. Mix	$429.21	0

The recomputed amount for the "E" was only $214.29 due to the lesser quantities represented by the individual failing tests compared with the total daily quantities used in computing P.A. #5. The difference in amounts therefore is $137.13. The amount to be credited to the project on a nonparticipating basis is $68.57.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
Alfred Shirley
Curt Duval
Robert Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 26 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						/

#8341

L

March 19, 1980

St. Paul Fire and Marine Insurance Co.
500 N. E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#8341

Gentlemen:

Contract No. 8341 awarded to S. D. Spencer and Son for work on the Garden Valley Boulevard Interchange Section of the Pacific Highway in Douglas County was completed on May 25, 1977, and accepted by the State Highway Division on March 14, 1980.

Final payment in the amount of $3.97 will be released to the contractor after March 24, 1980. The total contract amount is $163,487.27 including $1,231.16 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

RECEIVED
APR 14 1980
LEGAL

STILLWELL
CONSTRUCTION CO. Washington Contractors License # 223-01 ST-IL-LC 273QG

An Equal Opportunity Employer
GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 3746
BELLEVUE, WASH. 98009
747-2900

RECEIVED
14
COM [illegible] CES
DEPARTMENT OF TRANSPORTATION

April 9, 1980

Department of Transportation
State Highway Building
Salem, OR 97310

Re: S-837 Garden Valley

Gentlemen:

This is to certify that certain claim for the sum of $15,493.90 filed on June 24, 1977, against S. D. Spencer & Son, contractor, and St. Paul Fire & Marine Insurance Co., surety, on contract for improvement of Sign Route No. I-90, Garden Valley Blvd. Interchange, Contract No. 8341, heretofore filed by the undersigned in the office of the Department of Transportation, is fully paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated: April 9, 1980

STILLWELL CONSTRUCTION CO., Claimant
By: J. F. Stillwell
J. F. Stillwell, Jr., President

P. O. Box 3746, Bellevue, WA 98009

STATE OF WASHINGTON

County of King

This is to certify that on this 9th day of April, 1980, before me the undersigned notary public duly commissioned and sworn, personally appeared J. F. STILLWELL, JR., to me know to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Notary Public in and for the State of Washington, residing at Seattle.

cc: J. Losgren
S.D. Spencer & Son

8341

April 21, 1980

Stillwell Construction Company
P. O. Box 3746
Bellevue, WN. 98008

CON 4
Contract#8341

Attention: President J. F. Stillwell, Jr.

Gentlemen:

Thank you for your letter of April 9, 1980, advising us that your claim in the amount of $15,493.90 for labor materials, supplies and equipment against S. D. Spencer and Son has been paid.

This was in connection with Contract No. 8341 awarded to S. D. Spencer & Son for work on the Garden Valley Boulevard Interchange Section of the Pacific Highway in Douglas County.

This information will be noted in our records. We will notify the contractor and the surety that this claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, WA 98661

St. Paul Fire and Marine Insurance Company
500 N. E. Multnomah, Suite 700
Portland, OR 97232

4-21-80
noted on
card
Fr

1341 P

GOVERNMENT PRINTING OFFICE : 1974 — 732-628

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 3	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 9-8-80	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-5-3(106)126
COMPLETION DATE 5-25-77	ACCEPTANCE DATE BY CONTRACT AGENCY 2-14-80	TIME ELAPSED 180 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GARDEN VALLEY BLVD. INTERCHANGE
PACIFIC HIGHWAY
Grading & Paving

The project consisted of channelization of northbound and southbound off-ramps requiring grading, paving, signing, illumination, and landscaping.

The contractor overran the contract time by 160½ days. Liquidated damages have been assessed in accordance with the contract. No time extension was granted.

RECEIVED
STATE HWY ENGR
SEP 9 '80
9-9
REFER TO
Reavey
FOR
Info Inves R/D D/R Sign Act File

FHWA delayed project acceptance pending the State's evaluation and recommendation concerning conflicting asphalt content test information. The State's February 14, 1980 report explains the apparent conflicting test results. Additional random cores were taken. They did not indicate excessive asphalt content.

State maintenance forces have satisfactorily restored the surface texture.

Following this contract the State has reduced the allowable retained moisture in A.C. aggregate (a likely factor in the bleeding experienced on this project).

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe	SIGNATURE G. K. Hossner
TITLE Area Engineer — DATE 9-8-80	TITLE Field Operations Engineer — DATE 9-8-89

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8341 Garden Valley Blvd. Int. 1976
Sec. of Pac. Hwy. in Roseburg
(Grade, pave, sign, illum. & landscape)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate will be submitted to Region Office the first part of next week.

This will be the final weekly report on this project.

SIGNED P. F. Burnett LOCATION Baker, OR

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES f 3 4

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Unity

WEEK ENDING: October 30, 1976

SECTION PREFIX: 1-8331

HIGHWAY: John Day

COUNTY: Baker

NAME OF JOB: Unity Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: B & H Equipment Co., Inc.

CONTRACT NUMBER: 8340

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 10, 1976

DATE WORK STARTED: June 28, 1976

ESTIMATED COMPLETION DATE: October 15, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: July 15, 1976

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $146,210.70

EXCLUSIVE OF ENGINEERING: $134,626.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $134,626.90

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . ____%

ENGINEERING AUTHORIZATION: $11,583.80

this week 421.00

ENGINEERING COST TO DATE: $9,834.00

PERCENT OF AUTHORIZATION: 85 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			28,500 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			28,500 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			30,507 C.Y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Showers			
TUESDAY	P/cloudy			
WEDNESDAY	P/cloudy			
THURSDAY	Clear			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

K

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 1 1976
CONSTRUCTION SECTION

Sierra Cascade Equipment Inc.
Route 3, Box 203 — Boyd Acres Road
Bend, Oregon 97701
Phone (503) 389-4200

July 13, 1976

Oregon State Highway Department
P.F. Burnett, Resident Engineer
1050 S. Bridge
Baker, Oregon

RE: Contract # 8340 505

Dear Mr. Burnett:

We respectfully submit the following information for your consideration.

On May 24, 1976, an "operator owner" type trucker was contracted to transport a 54" El Jay Cone mounted on a trailer for a job west of Bend, Oregon to a job at Jordan Valley for Earth Resourses, Inc.

On or about mile post 89 south east of Burns, Oregon on Highway 78, a wheel bearing became defective. Said "operator owner" kept driving his truck until the complete undercarriage of our 54" El Jay Cone was on fire and in so doing completely demolished the undercarriage suspension system including such major items as walking beams, the axles, rims, wheels and tires; the complete under belt conveyor, including troughing rolls and return rolls, electric wiring attached to the cone crusher and switch box. The oil seals of the 54" El Jay Cone Crusher were also damaged due to the intense heat.

The above mentioned accident has delayed our planning and performance program by approximately three weeks. Parts have been slow and difficult to obtain.

Most of the items listed above may be inspected at Sierra Cascade Equipment, Inc.; 62910 Boyd Acres Road,; Bend, Oregon.

A three week extension of the contract in this peculiar and unwarranted accident is sincerely requested.

Yours very truly,

B & H Equipment Co., Inc.

E.A. Haugstad
President

EAH/ccm
cc

Attachment

1. Please see attached letter.

2. Impossible pit to shoot and difficult pit to rip. Drillers efforts to drill and shoot failed. D-8 Cat had additional down time due to the above mentioned pit.

3. Generator and electric motor parts were hard to obtain due to area in which work was performed. Skilled mechanics were unwilling to go to remote area on any kind of definite time schedule.

4. Loss of time necessitated a decision to double shift. It was difficult to obtain willing and reliable workers in remote area.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

DATE November 2, 1976

TO W. E. Schwartz
Region Engineer

FROM P. F. Burnett
Resident Engineer

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ RDE NOV 3 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

SUBJECT Unity Rock Production

Enclosed please find "Contractors Request for Increse in Number of Workdays to Complete Construction Contract" for subject contract.

Contractor has outlined on attached correspondence reasons they feel this extension of time justified. The loss of their cone crusher in transit to another job very definitely set their schedule back and was certainly an unusual accident, and although this was negligence on the part of the owner operator do feel that some consideration should be given to this portion of their request.

On the other list of problems encountered on item 3, I do know that their plant was down most of one week with electrical problems that was solved immediately when professional electrician got to project.

Originally the contractor asked for 21 days now they are asking for 61 days. I don't feel this request is reasonable since their major delay was the damage to cone crusher.

There was a total of 67 days of liquidated damages assessed against this contract. This from July 15, 1976 to October 15, 1976 with 4 day shutdown order over Labor Day weekend.

By not having this aggregate produced on time a maintenance patching setup in this maintenance section had to be cancelled.

Everything considered I feel that some time should be allowed for delay caused by damaging cone crusher, also for (some of their other problems (although difficulty in getting professional help & employees should be anticipated in an area like this). 41 days

My recommendation would be to allow contractor an extension from July 15 to August 24, 1976. This is almost twice the amount of time requested earlier.

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 28, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7/15/76 days to 9/15/76 days, within which to complete our Contract No. 8340, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

B & H Equipment Company, Inc.
Contractor

By

CONSENT OF SURETY

Date 10-23, 1976

We, TRANSAMERICA INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

DH Cushing DH Cushing
Attorney-in-fact

(SEAL)

CUSHING INSURANCE.INC DH Cushing
Resident Agent

C[illegible]ANCE, INC
[illegible] N.E.
P.O. Box 7215, Salem, Ore

RECEIVED
NOV 0 2 1976
P. F. BURNETT
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 6-day extension of contract time because of quantity overrun (7 percent) on 3 sizes of rock involved. This will leave 86 days liquidated damages in effect at $100 per day.

Recommended for Approval:

....
Division Engineer

....
for Construction Engineer or ~~Bridge Engineer~~

....
Deputy State Highway Engineer

Contract No. 8340

Project designation State 1-8331
State-Federal

Date awarded May 10, 1976

Work started June 30, 1976

Per cent completed 100% 10/15/76
Date

Specified Completion Date
~~No. of Workdays Allowed~~ July 15, 1976

Completion Date
~~No. of Workdays Used~~ October 15, 1976

No. of Added Workdays Requested 61

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8340

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 15, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Unity Rock Production
Contract No. 8340
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

B & H Equipment Company, Inc. requests a 62-day (to 9-15-76) time extension on this rock production project. The request was apparently prepared at two different times, as the first letter from the contractor cites as a reason for extension a fire which damaged some of their crushing equipment while it was in transit to another project in late May (bids were opened on the subject project April 29). In asking for the 62 days, the contractor adds three more reasons, namely, difficulty in developing the material source, alleged difficulty in obtaining crusher parts and skilled mechanics, and difficulty in obtaining reliable workers. Some pertinent information on the project is -

Bids opened	April 29, 1976 (6 bidders)	
	The 3 low bidders were:	
	B & H	$128,820
	Itschner	134,500
	Hall International	149,500
Contract sent	5-14-76	
Required completion date	7-15-76	
Work started	6-28-76 (1 day in quarry)	
Quarry work resumed	7-12-76	
Crushing started	8-23-76	
Project complete	10-15-76 (with 92 days liquidated damages at $100 per day)	

The fire damage to the equipment was unfortunate, but the contractor may have recourse against others for loss related to that. The other three reasons added are also not believed to be valid to justify time extension. Our specifications specifically rule out shortage of equipment or personnel. The Region's recommendation against any time extension is attached. I do note, however, that there is an accumulated quantity overrun on the three sizes of rock involved that amount to a 7 percent overrun of contract items. I believe we could recognize this for extension and applying this percentage to the 77 days between bid opening and the specified completion date, we derive 6 days. This method is really in the contractor's favor, but under the circumstances, I would give him the benefit of the doubt. We therefore recommend 6 days extension which will leave 86 days liquidated damages in effect at $100 per day. This is a State project. A rough draft letter to the contractor on this basis is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inve.
Info

November 18, 1976

B & H Equipment Company, Inc.
Box 578
Gates, OR 97346

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8340 for work on the Unity Rock Production project in Baker County.

Careful consideration was given to the reasons you submitted. In light of the available facts, the reasons you cite are not believed to be valid to justify time extension. The specifications specifically rule out shortage of equipment or personnel as reasons for time extension.

However, 6 days' extension of contract time is granted because of a quantity overrun (7 percent) on the 3 sizes of rock involved. This will leave 86 days' liquidated damages in effect at $100 per day.

If you have further questions, I suggest you contact our Region office in LaGrande, or the Construction Engineer's office in Salem.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Pat Schwartz

JAB:fr ja

8340

November 18, 1976

Transamerica Insurance Company
1150 South Olive St.
Los Angeles, CA 90015

Gentlemen:

On November 12, 1976, we wrote to you concerning release of final payment on Contract No. 8340 awarded to B & H Equipment Co., Inc., for rock production on the Unity Section of the John Day Highway in Baker County.

Final payment on this contract is $3,133.23 and the total contract amount is $125,866.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR 97346

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8340

December 1, 1976

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA   90015

Gentlemen:

A post-final payment for $500 will be made to B & H Equipment Co., Inc. on Contract No. 8340 for work on the Unity Section of the John Day Highway in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $126,366.40 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

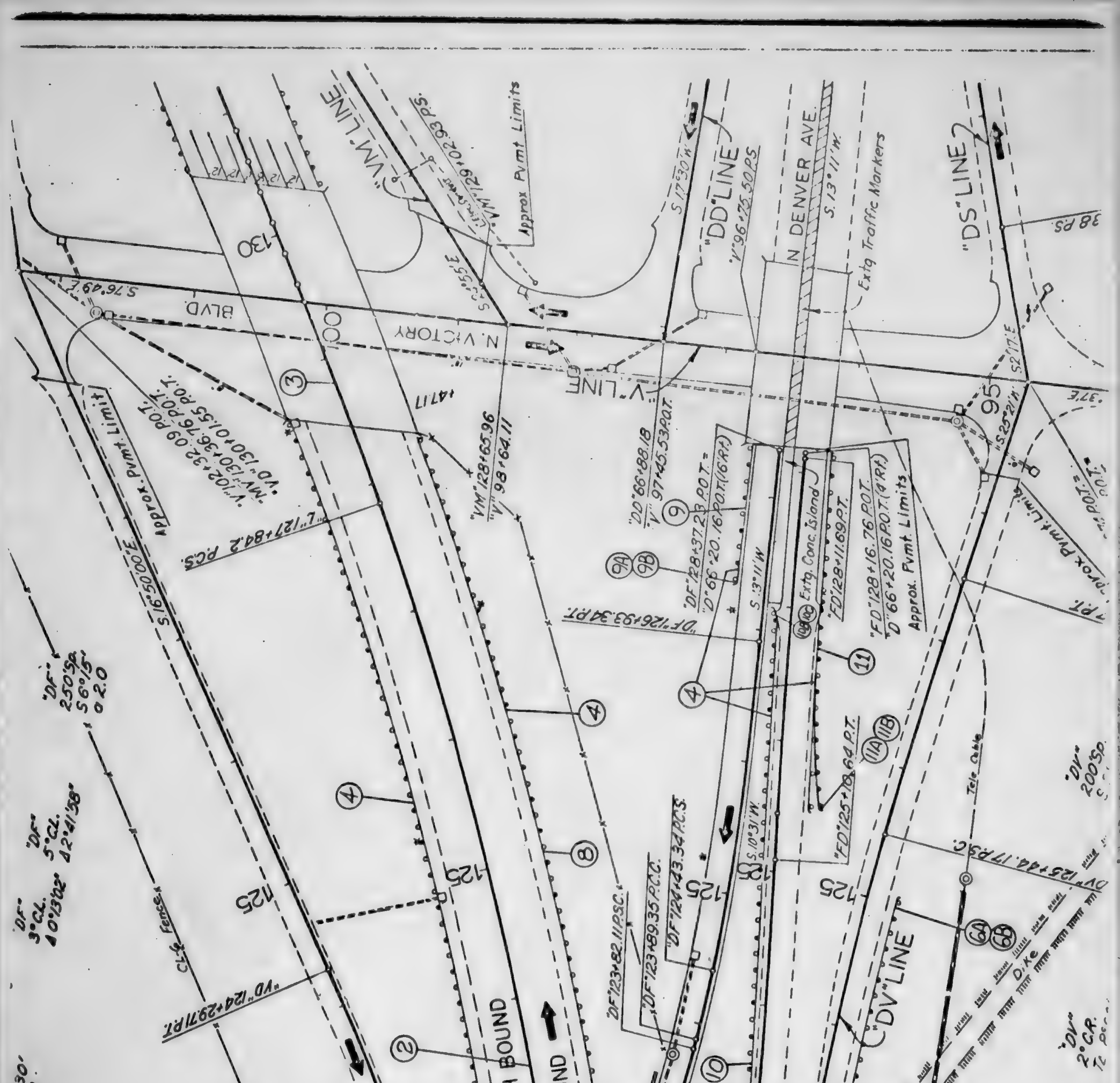
C. W. Head
COMMISSION SERVICES

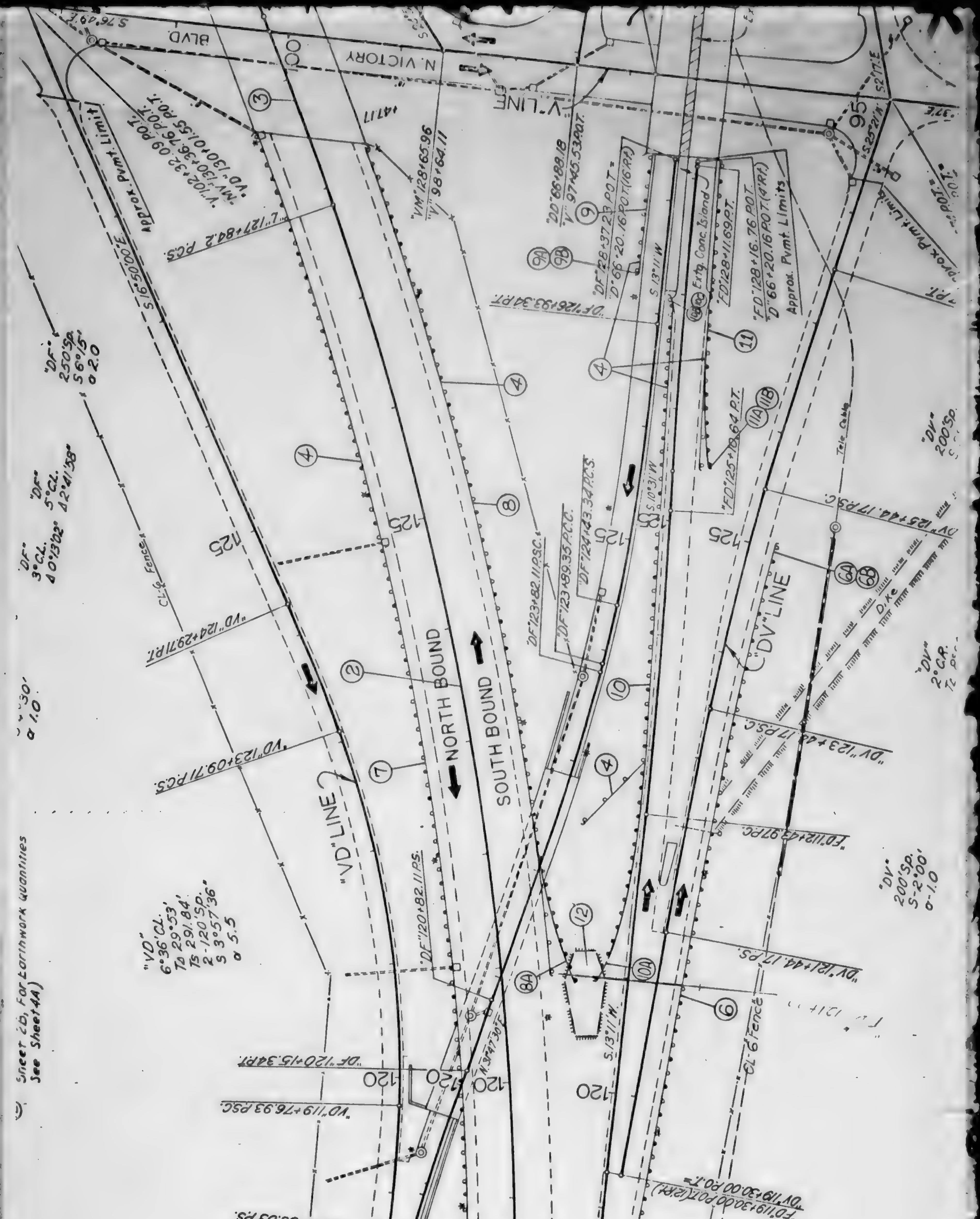
kkr

cc: B & H Equipment Co., Inc.
P. O. Box 578
Gates, OR   97346

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8340 Unity Rock Prod. Proj. 1976
S.E. of Unity on John Day Hwy.


"VM" LINE
"VM" 129+02.93 P.S.
Approx. Pvmt. Limits
"DD" LINE
"V" 96+75.50 P.S.
S. 17°30' W.
N. DENVER AVE.
S. 13°11' W.
Extg. Traffic Markers
"DS" LINE
38 P.S.
130
S. 76°49' E.
BLVD.
N. VICTORY
"V" LINE
100
95
S. 21°17' E.
S. 25°21' W.
3
"MV" 130+36.76 P.O.T.
"V" 102+32.09 P.O.T.
"VD" 130+01.55 P.O.T.
"VM" 128+65.96
"V" 98+64.11
"DD" 66+98.18
"V" 97+45.53 P.O.T.
"DF" 128+37.23 P.O.T. =
"D" 66+20.16 P.O.T. (16' Rt.)
9
9A
9B
Extg. Conc. Island
"FD" 128+11.69 P.T.
"FD" 128+16.76 P.O.T.
"D" 66+20.16 P.O.T. (9' Rt.)
Approx. Pvmt. Limits
Approx. Pvmt. Limit
"L" 127+84.2 P.C.S.
S. 16°50'00" E.
"DF" 126+93.34 P.T.
S. 13°11' W.
10A
11
4
11A
11B
"FD" 125+16.64 P.T.
"DF" 250' Sp.
S 6°15'
a 2.0
"DF" 3° C.L.
Δ 0°13'02"
"DF" 5° C.L.
Δ 2°41'38"
Cl. & Fence
125
8
2
"VD" 124+29.11 P.T.
"DF" 123+82.11 P.S.C.
"DF" 123+89.35 P.C.C.
"DF" 124+43.34 P.C.S.
S. 10°31' W.
"DV" 125+44.17 P.S.C.
"DV" LINE
6A
6B
Tele. Cable
Dike
"DV" 200' Sp.
"DV" 2° C.R.
NORTH BOUND
SOUTH BOUND
10
7
"VD" 123+09.71 P.C.S.
a 1.0
"DV" 123+44.17 P.S.C.
"DV" 123+44.17 P.S.C.


N. VICTORY BLVD.
"V" LINE
S.76°49'E
S.25°21'W
S.27°E
100
95
"VM"128+65.96
"V" 98+64.11
"DD"66+88.18
"V" 97+45.53 P.O.T.
"DF"128+37.23 P.O.T. =
"D" 66+20.16 P.O.T. (16'Rt.)
"FD"128+11.69 P.T.
"FD"128+16.76 P.O.T. =
"D" 66+20.16 P.O.T. (4'Rt.)
Approx. Pvmt. Limits
Extg. Conc. Island
"DF"126+93.34 P.T.
"L"127+84.2 P.C.S.
"MV"130+36.76 P.O.T.
"V"102+32.09 P.O.T.
"VD"130+01.55 P.O.T.
Approx. Pvmt. Limit
S.16°50'00"E
"DF" 250'Sp. S 6°15' a 2.0
"DF" 5°CL. Δ2°41'38"
"DF" 3°CL. Δ0°13'02"
CL-6 Fence
125
"VD"124+29.71 P.T.
"VD"123+09.71 P.C.S.
"VD" LINE
NORTH BOUND
SOUTH BOUND
"DF"123+82.11 P.S.C.
"DF"123+89.35 P.C.C.
"DF"124+43.34 P.C.S.
"FD"125+10.64 P.T.
S.13°11'W
S.10°31'W
"DV"125+44.17 P.S.C.
"DV" LINE
Tele Cable
Dike
"DV"123+42.17 P.S.C.
"FD"122+42.97 P.C.
"DV"121+44.17 P.S.
"DV" 200'SP.
"DV" 2°C.R.
"DV" 200'SP. S-2°00' a-1.0
"VD" 6°36'CL. Δ29°53' Ts 291.84' 2-120'Sp. S 3°57'36" a 5.5
"DF"120+82.11 P.S.
N.3°47'30"E
S.13°11'W
120
"DF"120+15.34 Rt.
"VD"119+76.93 P.S.C.
"VD"118+56.03 P.S.
"VD"118+38.61 P.T.
"DF"118+15.34 P.C.S.
S.13°03'W
"FD"119+30.00 P.O.T.(12'Rt.) =
"DV"119+30.00 P.O.T.
"FD" LINE
LINE
2.54 P.S.C.
"DF" 8°C.R. Δ22°07' Ts 257.81' 2-200'Sp. S 8°00' a 4.0
Sheet 2b, For Earthwork Quantities See Sheet 4A)
③
④
②
⑦
⑧
⑨
9A 9B
10A
⑩
⑪
11A 11B
⑫
⑥
6A 6B
8A

I-5

Salem, Oregon
June 2, 1975

Frank E. Terpin
Final Design Engineer F.E.T.

Robert N. Bothman
Metropolitan Engineer

Cross-sections
Pacific Highway East Undercrossing-
N. Columbia Boulevard Section
Pacific Highway
Multnomah County
(Signing Project)

In order to complete final plans for this signing project we would appreciate the cross-section at the location indicated below and on the attached plan sheet.

"FD" 121+00 New Sign Bridge Location

We had previously requested a cross-section at the above location, but received the cross-section for Station 122+85 in place of the one requested.

The cross-section should start 40 feet outside the shoulder on one side of the highway and extend to 40 feet outside the shoulder on the other side of the highway. It should include all painted stripes and edges of pavement and shoulders.

This signing project is not currently scheduled, however, the section requested should be submitted as soon as available due to good possibility of an early contract date.

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN - 3 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up __/__/__
Other ____

CT:we
Attachment
cc: C. T. Keasey
W. G. Beard

8339

13

BLG:ljt

January 30, 1976

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the Six-Year Construction Program that need finance approval for contracting.

SECTION	FUNDING	AMOUNT	REMARKS
NE Union Ave-NE 82nd Ave., Col. Riv. Hwy., Mult. Co.: Glare Screening	FAU	$ 220,100	Accident Prevention
Pac. Hwy. E. U'xing-N. Col. Blvd., Pac. Hwy. Mult. Co.: Signing	FAI	80,000	Completion Previous Work
Garden Valley Blvd. Int., Pac. Hwy., Douglas Co.: Grade, Pave	FAI	270,500	Safety Intchge. Revision
So. 6th St. RR O'xing (K. Falls), K.Falls-Lakeview Hwy., Klamath Co.	FAU	1,900,000	Deck Repair

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the February meeting.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Ed Hardt
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
J. H. Versteeg
Alfred Shirley
George Bell
E. S. Hunter
V. E. Skoog
R. N. Bothman

PACIFIC HWY. E. U'XING-N. COLUMBIA BLVD. SECTION

PROJECT NO. I-5-6(84)307

REMARKS - continued

IM 50-1-70, FHPM 7-7-2 & FHPM 7-7-5 Requirements: Previously complied with as this work is considered stage construction for it was originally programmed under Project No. I-5-6(82)307, but was not ready for inclusion in that project at P.S. & E. approval. This program action is initiated to simplify accounting procedures.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 19, 1976

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
'xing, N. 1.2 mi.	ADT	56,000	65,000	96	10	Oreogn	41	042	842

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
							I-	5-6	(84)	307	

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
N. Columbia Blvd. ng, N. 1.2 mi. tland)						
ific Hwy. E. ng-N. Columbia . Sec."	0.00	79,000	72,900	6,100		
PROJECT TOTALS	0.00	79,000	72,900	6,100		

REMARKS Additional Data: Item No. 810; Project No. I-5-6(84)307

-Over-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

February 19, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, N. Col. Blvd. O'xing, N. 1.2 mi. (Portland) 21 65	ADT	PRESENT 56,000	FUTURE 65,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oreogn

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 5-6 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Multnomah			CODE 051
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		I-5, N. Columbia Blvd. O'xing, N. 1.2 mi. (Portland)					
5					ROW							
5					CONST (CODE) (Safety) Y002		"Pacific Hwy. E. U'xing-N. Columbia Blvd. Sec."	0.00	79,000	72,900	6,100	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	0.00	79,000 (18) (23)	72,900 (24) (33)	6,100	
1	14	PROGRAM APPROVAL DATES					REMARKS Additional Data: Item No. No. I-5-6(84)307	

8339 75

~~PRO 6-2~~

February 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-6(84)307

We are submitting program data for one project, Item No. 842, Project No. I-5-6(84)307, "Pacific Hwy, E. U'xing-N. Columbia Blvd. Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project March 25, 1976.

JG:md

Encl.

cc: E. L. Hardt (Region 1)

Form FHWA 121 (Rev. 5-73)

F334

5

UNITED STATES GOVERNMENT

Memorandum

DEPART. NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1976

In reply refer to: 1041DA.6

SUBJECT: Oregon I-5-6(84)307
Pacific Highway E. - N. Columbia Blvd.
Pacific Highway

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In reviewing preliminary plans on this project I do not see sufficient justification for replacing the sign supports on five installations (Stations 108+95, 113+80, 144+35, 145+70 and 159+65). These installations have been reviewed in the field and discussed with members of your design staff. Please modify the contract documents to reflect utilization of existing sign supports in their original location.

for Malach
G. L. Green

RECEIVED
STATE HWY ENGR

MAR 4 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3-2-76

BY (Signature): L. W. Rulien's 2-19-76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
2	I-5-6(84)307	0.0	79,000	72,900	Pacific Hwy. East U'xing - North Columbia Blvd. Section. Multnomah Coutny State of Oregon.	Signing

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO Rulien
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ✓

REMARKS (Division)

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		3-2-76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-41
(Rev. 8-71)

GPO 915.890

We will initially credit the project with the following amount of money.

Salvaged butterfly sign support 5,814 lbs. @ $0.25 = $145.35

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard are determined.

This matter was verbally approved by Mr. Christianson subject to formal submittal of reasonable credit to the project.

We believe the above is in the public interest and request your written approval for salvaging this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

DOC:jh
cc: E. S. Hunter
L. W. Rulien
V. E. Skoog
D. H. Moehring
E. L. Hardt
C. G. Swenson
W. G. Beard

RECEIVED
TATE HWY ENGR
MAR 8 '76
REFER TO
FOR
inio Inves R/D D/R Sign Act File

8339

15

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 8, 1976

NOTED
E. S. HUNTE

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Cliff Christianson

Dear Mr. Green:

Re: Pacific Hwy. E. U'Xing- N.
Columbia Blvd. Section
Pacific Highway
Multnomah County

As discussed with Mr. Christianson of your office by telephone on Friday, March 5, 1976, we propose to salvage the following on the above subject project.

1. Butterfly sign structure at Station "FD" 122+25 Rt.

   We will credit the federal aid project in the amount equal to $0.025 per pound for the salvaged material. This unit price was determined as follows:

   a. Scrap value of materials $0.01 per pound.

   b. Extra cost to the contractor for handling and hauling materials to the State's maintenance yard at S. E. 82nd and Harmony Road $0.015 per pound.

2. Existing wood sign supports at Stations 116+55 Rt. and 138+50 Lt. We do not propose to credit the project as there is little or no salvage value remaining in this item.

We will specify that the above items be salvaged and stockpiled in the State maintenance yard at S. E. 82nd and Harmony Road at the direction of the engineer.

Form 81-734-3122

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☒ State-Wide Negative Declaration
- ☐ Other Assessment

According to Chapter 1 of Title 23 CFR, Part 771.9 this project is deemed a non-major action.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

None.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None.

Consequences:

2. Estimated Changes in Traffic Patterns:

Minor, during construction only.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None.

Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The subject highway section is located on an embankment crossing the Columbia River bottoms, or floodplain. The land is characteristically flat and is cut with a few old stream meanders such as Columbia slough. It is largely open space except for occassional strips of deciduous trees and shrubs.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area is mainly devoid of buildings except for a few commercial plants and a horce racing complex.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None

Typical Section Same as exist. 4-lane divided.

Structures None affected.

Characteristics (ADT) 85,600

Other General Information (or Supplemental information to items)

Shoulder slopes will be reshaped for 2' extra width where necessary.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 5, 1975

A. PROJECT IDENTIFICATION

I-5-6(-)

Name of Project Pacific E. U-xing-N. Columbia Boulevard (Section)

Location of Project Pacific Highway (Highway Name) U.S. 99 - I-5 (Highway No., US - ORE)

Portland (City) Multnomah (County) 1 (Region)

Program FAI (Funding) $1,000,000 (Estimated Cost) 26-1969-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project is designed to restore and protect the badly deteriorating wearing surface and to incorporate safety features as needed. The existing 84' roadway will be widened two feet on each side except across structures which are 76'. No additional right-of-way is required. Curbs, utility lines and other existing features will be moved in keeping with the pavement widening. Paving and other work will be scheduled to avoid peak traffic flow.

Origin and History: Standard program for Interstate highways.

C. DESCRIPTION OF PROJECT

Length 1.3 miles.

Termini

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON. MAJOR

(Form (1) 9-74)

8339

Contract # 8339

PRO 4-3

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project Assessment
Pacific E. U-xing - N. Columbia Blvd.
Pacific Highway
Multnomah County

Attached are three copies of the Environmental Assessment on the subject project. We request your concurrence in our proposed type of environmental document and in our finding that the project constitutes a NON MAJOR action.

BLG:ljt

Att.

cc: G. A. Potter
B. L. Gifford

8534

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-6(84)307

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Saelm, Oregon

PROGRAM NO.

ITEM NO.
I-842

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '76
REFER TO
FOR
Info Sign Act File

DATE PS&E APPROVED 3/3/76	DATE AUTHORIZATION EFFECTIVE 3/3/76	FEDERAL ROUTE NUMBER Interstate Route 5 STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:
"Pacific Highway East undercrossing-North Columbia Blvd. Section (Portland)"

GENERAL DESCRIPTION OF WORK:
Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* State furnished sign bridge $15,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/2/76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estiamte.

Mr. Rulien's 3/1/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $58,442, Federal funds $53,930.

A signed copy of the Title sheet is returned herewith.

DATE
3/15/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Length of Project - - - - - - - - - - - - 0.00 Mile

Federal Funds	$43,514.00
State Funds	3,641.00
Total	$47,155.00

Group 1	100%
Contract No.	8339
Prefix No.	626-1063

Oregon State Highway Division
Salem, Oregon, April 5, 1976

Federal-Aid Project
No. I-5-6(84)307 Safety

Pacific Hwy. E. U'xing-N. Columbia Blvd. Section
Pacific Highway
Multnomah County

Project Agreement Estimate.

Type Code Y002
Signing (Sta. 104+14 to Sta. 168+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,200.00
Temporary Signs	200 sq.ft.	5.00	1,000.00
Flagmen	160 hours	4.00	640.00
Removal of Existing Sign Installations	All Required		1,000.00
Sign Support Footings	All Required		7,000.00
Breakaway Sign Posts	All Required		1,000.00
Exit Number Sign Support	All Required		700.00
Move, Modify and Install Sign Bridge	All Required		5,000.00
Type "A" Signs in Place	154 sq.ft.	15.00	2,310.00
Move, Modify and Reinstall Existing Signs	All Required		650.00
Sign Illumination Equipment	All Required		4,500.00
			$28,000.00

Anticipated Items

State Furnished Sign Bridge (S.F.)	All Required		$15,000.00
	Subtotal		$43,000.00
	Engineering		4,300.35
	Total		$47,300.35
Butterfly Sign Str. Salvage	5,814 lbs.	0.025	(145.35)
			$47,155.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8339

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-58	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-9-76	State Oregon County Multnomah Project No. I-5-6(84)307

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I5, N. Col. Blvd. O'xing, N. 1.2 mi. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-76	0.00
OTHER *(Specify)*		

FUNDS ~~Pro Rata 92.28%~~

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,155	$ 43,514

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator [illegible] 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity.
25 MONDAY	Grout pedestals for sign bridge. Install new legend on sign # 11. Clean up area.
26 TUESDAY	No Activity.
27 WEDNESDAY	No Activity.
28 THURSDAY	No Activity. Painters showed in afternoon but couldn't paint due to weather.
29 FRIDAY	No Activity.
SATURDAY 30	No Activity.

REMARKS

STATUS: All work complete except for touch up paint on sign bridge.

SIGNED ______
Robert E. Shotwell, Resident Engineer

LOCATION 1101 North Russell Street
Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP'F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

5

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy. E. U'Xing - N. Columbia Blvd.

WEEK ENDING: October 30, 1976

SECTION PREFIX: 626-1063

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Pacific Hwy. E. U'Xing - N. Col. Blvd.

KIND OF WORK: Signing

CONTRACTOR: F.G. Scott Construction Co.

CONTRACT NUMBER: 8339

FEDERAL AID PROJECT NUMBER: I-5-6(84)307

DATE OF CONTRACT: March 31, 1976

DATE WORK STARTED: August 19, 1976

XXXXXX COMPLETION DATE: October 25, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 5 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 183

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101.67

PROJECT AUTHORIZATION: $ 49,090.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 44,790.00

ENGINEERING AUTHORIZATION: $ 4,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,550.00

ENGINEERING COST TO DATE: $ 4,966.30

DATE PROJECT WAS COMPLETED: October 25, 1976

ESTIMATED PERCENT XXXXXXX UNDERRUN: 7.2 %

PERCENT OF AUTHORIZATION: 115.5 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	Does Not Apply						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	Does Not Apply				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup and misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	24		1		
MONDAY	25	Cloudy-showers	1 *		* Date of Second notification
TUESDAY	26	Partly Cloudy	0		
WEDNESDAY	27	Foggy-clear	0		
THURSDAY	28	Cloudy-showers	0		
FRIDAY	29	Cloudy-part. Cloudy	0		
SATURDAY	30		0		

Routing
Keasey
Bond
Jackmon
Harwood
Johnsen
Walker
RECEIVED
NOV 1 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

STATEMENT OF OVERRUNS AND UNDERRUNS
CONTRACT NO. 8339

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + Or -
1.	Temporary Protection and Direct Traffic	Lump Sum	100%	100%	-------
2.	Temporary Signs Not required. Did not work on Freeway.	Sq. Ft.	200.00	72.00	-64.00%
3.	Flagmen All that was required.	Hours	160.00	5.00	-96.88%
4.	Removal of Existing Sign Installations	Lump Sum	100%	100%	-------
5.	Sign Support Footings	Lump Sum	100%	100%	-------
6.	Breakaway Sign Posts	Lump Sum	100%	100%	-------
7.	Exit Number Sign Supports	Lump Sum	100%	100%	-------
8.	Move, Modify and Install Sign Bridge	Lump Sum	100%	100%	-------
9.	Type "A" Signs in Place	Sq. Ft.	154.00	154.00	-------
10.	Move, Modify and Reinstall Existing Signs	Lump Sum	100%	100%	-------
11.	Sign Illumination Equipment	Lump Sum	100%	100%	-------
P.A. #1	Painted Anchor Bolts cr. for subs.	Lump Sum	100%	100%	-------
E.W.O. #1	Blast and Prime Sign Bridge Post	$	450.00	159.35	-64.59%
S.F.O. #1	Transfer Sign Br. From 7866	$	11,760.00	11,760.00	-------
S.F.O. #2	Cr. for Salvaged Butterfly Sign Support	$	-145.00	-145.00	-------

November 15, 1976

STATEMENT OF OVERRUNS AND UNDERRUNS

PACIFIC HWY. E. U'XING - N. COLUMBIA BLVD.

CONTRACT NO. 8339, PREFIX NO. 626-1063

F.A.P. No. I-5-6(84)307

ITEM	CONTRACT AUTHORIZATION	SEMI-FINAL	PERCENT + OR -
Contract Bid Items	$28,000.00	$26,740.00	-4.50
Anticipated Items	15,000.00	11,760.00	-21.60
Contingencies	1,935.00	--------	
Engineering	4,300.00	5,213.90	+21.25
Credit for Salvage Butterfly Sign Support	-145.00		
Price Agreements (credit to State)		-172.00	
Less anticipated items included above		None	
Extra Work Orders		158.43	
Less anticipated items included above		None	
State Force Orders		11,615.00	
Less anticipated items included above		-11,760.00	
(Credit for Salvaged Butterfly Sign Support -$145.00)			
Total Contract	$49,090.00	$43,555.33	-11.27

Specification steel pipe in the breakaway sign supports was not available so a substitution had to be made. This is not uncommon in projects we have had.

There was some confusion in the contractor's mind about furnishing luminair arms, if a similar project comes up in the future, this should be given some mention in the Special Provisions.

The way our contractor proceeded with this project, it was better to handle the traffic control much the same way our maintenance would do it, that is, with ground mounts, high level warnings, sequential arrow trucks, cones, etc. and pick everything up and clear the roadway when not working.

3

NARRATIVE REPORT

Pacific Highway E. U'Xing - N. Columbia Blvd.

Signing Contract No. 8339

November 16, 1976
By: Charles Lobaugh
Ass't. Res. Engr.

This project, to install a state furnished sign bridge, and other incidental signing was awarded to F.G. Scott Construction Co., on March 31, 1976. The contract amount of $28,000 was part of a total authorization of $49,000 which included the value of the sign bridge. The first four low bids were fairly evenly spaced between $28,000 and $35,000. The contract allowed 180 calendar days in which to complete the project. Work commenced on August 16, 1976 and was completed on October 22, 1976.

The sign bridge was originally installed north of Salem and had a zinc-vinyl paint system with the finish coat in a color that I would describe as "Salmon." The project specifications called for us to touch up scars and give it finish coats which would be Aluminum in color. Soon after the contract was awarded Ed Hardt notified us that it had been decided to give it a finish coat of a light blue or green. He and Mr. Shotwell agreed on a light Turquoise (Glidden AC-444).

There seemed to be a poor bond between the original zinc and vinyl in some areas, and one leg had to be completely sand blasted to remove old vinyl. This was done as "Extra Work."

REFERRED TO
✓ Beard WGB ____ Reed ____
____ Cole ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christensen Doc
____ Scott ____
copy Swenson ____
1 Savage ____
____ Trout ____

RECEIVED
DEC 0 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

8339

January 24, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On January 14, 1977, we wrote to you concerning release of final payment on Contract No. 8339 awarded to F. G. Scott Construction Company for signing on the Pacific Highway East Undercrossing-North Columbia Boulevard Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $1,489.90 and the total contract amount is $26,726.43 including $158.43 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc F. G. Scott Construction Co.
3680 Brooklake Rd. N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

8339

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber [illegible] in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total [illegible]tities.

FORM PR-47 (REV. 9-74)

GPO 881-120

STATE COPY 8339

FORM APPROVED RCS HNO-30-03
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A

To be completed by Washington Headquarters Personnel 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	
Oregon	Multnomah	I-5-6(84)307	URBAN ☒ RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y002		DATE STARTED August 19, 1976
20	FINAL CONSTRUCTION COST	DOL.	38,341		DATE COMPLETED October 22, 1976
21	LENGTH OF PROJECT	MILES	1.209		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR	TOTAL MAN HOURS 383	GROSS EARNINGS 3,668	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	5,812	
	9	PETROLEUM PRODUCTS	GAL.	483	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	5,154	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	45	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	22,001	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

CC: OSHD Coulter ~~(E S Hunter)~~
Was. D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7-12-77	REPORT MADE BY C. Christianson, Area Engineer		PROJECT NO. I-5-6(84)307
COMPLETION DATE 10-22-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-14-77	TIME ELAPSED 100 %	CONTRACT TIME 180 C.D.
APPROVED EXTENSIONS None	LOCATION I-5 between Columbia Blvd. and Union Ave.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. E.-N. COLUMBIA BLVD. SEC.
PACIFIC HWY.
Signing

The purpose of this project was to improve signing to current safety standards and to minimize traffic conflicts at a major intersection. Work was started on 8-19-76 and completed on 10-22-76 within the contract time limit. The final cost, including engineering and contingencies, was $43,555.33 representing an 11% underrun.

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-13 77
ay Keasey

COPY SENT
JUL 13 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. Christianson CHRISTIANSON		SIGNATURE E. J. VALACH Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 7-12-77	TITLE District Engineer	DATE 7-12-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8339 Pac. Hwy. E. U'Xing-N. Col. 1976
Blvd. Sec. of Pac. Hwy. in Ptld.
(Signing)

8337

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 18, 1975

FILE:

BR 3849A

Walter J Hart

FROM: Walter J. Hart
Bridge Engineer

TO:

Memo to the Files

SUBJECT:

S. 6th St. Viaduct
Klamath Falls
Bridge 3849A

NOTED
E. S. HUNTER

On April 3, 1975 an inspection was made of the deck on the S. 6th St. Viaduct in Klamath Falls. The deck of the structure is deteriorating rapidly under the accumulative effects of deicing salts, poor Klamath Falls aggregates, and a thin underreinforced 6-inch deck.

A major deck rehabilitation project on this structure should be undertaken during either the 1975 or 1976 construction season. The extent of this rehabilitation cannot be determined until the existing AC wearing surface is removed and an in-depth inspection made of the top surface of the deck. The District Engineer is going to arrange to have the wearing surface removed from at least a representative number of the deck panels. There are several spans where the condition of the underside of the deck is such that complete removal and replacement is probable.

The deterioration of the deck of this structure due to deicing salts is probably more severe than on any structure on the State's system. A chloride content at the level of the top mat of the reinforcing steel of over 2.0 pounds per cubic yard is considered the limiting range for salvaging a deck. There are methods to seal a deck and extend its life but eventually a deck with a chloride level above 2.0 pounds per cubic yard will require replacement. The chloride level at the plane of the reinforcing on this structure varies from 2.5 to 4.5 pounds per cubic yard.

The S. 6th St. Viaduct is on the Klamath Falls-Lakeview Highway within the urban boundary. Federal Aid funds, if available, would have to come out of urban extension monies. At present there are no unobligated urban extension funds. A total deck replacement, if this becomes necessary, is estimated at $1.5 million. This is on the assumption of stage construction maintaining two lanes of traffic at all times.

WJH:dh

cc E. S. Hunter
H. S. Coulter
D. H. Moehring
R. C. Pool
John L. Gunter

RECEIVED
APR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

6. Preliminary Identification of Areas of Critical Environmental Concern:

The major area of critical concern is the potentially unsafe condition if the bridge is not reconstructed.

7. Potential for Controversial Issues:

None apparent at this time.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

2. City maintenance equipment will be removed from their yard during phases of construction in which there is danger of debris falling on the equipment.
3. The city street below the bridge will be closed during those phases of reconstruction in which there is danger of debris falling on the street.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
No new right-of-way required. There is an existing easement for construction activities affecting Southern Pacific Railroad.

Consequences:
None.

2. Estimated Changes in Traffic Patterns:
There are no long term changes anticipated because deck replacement will duplicate existing travel lanes. However, 6th Street is one of the busiest city streets in Klamath Falls and handling of traffic during construction is an important consideration. Bridge Section is considering staging reconstruction such that two lanes will always be open on the structure during reconstruction.

~~Consequences~~

3. Estimated Changes in Land Use:
None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:
None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
Potential for adverse affects is limited to the period of reconstruction, particularly during removal of the existing deck or portions of the structure. Facilities described in Section F, Cultural, will require protection from concrete dust and debris during deck removal. The following measures will be utilized:

~~Consequences~~

1. OSHD has an existing agreement with Southern Pacific Railroad concerning protective measures undertaken during construction formulated at the time of original bridge construction. This agreement will be used during reconstruction if it is agreeable to SPRR. If it is not, amendments will be added or a new agreement formulated. Protective measures include sheathing over SPRR tracks during reconstruction.

cont. page 4a.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The area in the vicinity of the bridge is a developed urban industrial area largely devoid of natural features, except for some grasses and plantings on the fill slopes. The nature of the project is such that impacts will be confined to cultural features in the vicinity of the bridge only during the period of reconstruction.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The area underneath and adjacent to the bridge is industrial. Towards the western end under the structure is a city street and city maintenance yard, where equipment is stored (snowplow blades, booms, etc.). No development exists under the center span of the bridge, while under the eastern side of the bridge are railroad tracks owned by the Southern Pacific Railroad. Also, at this end adjacent to the structure are icing facilities owned by the railroad.

Bell Telephone owns 6 to 8 utility ducts which are poured into the sidewalk. When the sidewalk is removed, it will be necessary to temporarily splice aerial lines to maintain service. Afterwards ducts can be replaced in the new sidewalk, or other arrangements can be made. A 10" water main on the structure would have to be moved during construction under Alternate 2.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way over industrial area.

Typical Section Four 12' travel lanes, two 3' shoulders, two 5' sidewalks, two 1' handrails, 4' median.

Structures Bridge structure.

Characteristics (ADT) 1974 ADT at overcrossing, 24,200.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternate 1: Replace deck only along entire structure.

Alternate 2: Replace entire structure except for central portion (265') containing steel spans. In this central portion, deck will be replaced.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

of the deck of the structure due to deicing salts is probably more severe than on any structure in the state system. In June of 1975, a more thorough investigation of damage to the structure was completed, and on the basis of this investigation, the bridge was closed to all loads in excess of 76,000 pounds, and recommendation was made that a contract be prepared immediately for replacement of the deck.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 22, 1975

A. PROJECT IDENTIFICATION

Name of Project South Sixth Street O'xing of SPRR (Section) US - 31 (-)

Location of Project Klamath Falls-Lakeview (Highway Name) ORE 140 (Highway No., US - ORE)

Klamath Falls (City) Klamath (County) IV (Region)

Program (Funding) Alt. 1: 1.5 million dollars Alt. 2: 1.9 million dollars (Estimated Cost) 18-1413 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace the deck of the 6th Street viaduct, which has been deteriorating and potholing for several years, due to deicing salts, poor Klamath aggregates, and a thin under reinforced 6 inch deck.

Origin and History: On April 3, 1975 an inspection was made of the 6th Street Viaduct, where it was determined that the deck of the structure was deteriorating rapidly due to the conditions mentioned above. It was indicated that deterioration

(cont., page 1a)

C. DESCRIPTION OF PROJECT

Length 837 feet.

Termini western, Station 34+25.97, to eastern terminus, Station 42+62.18

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon US-31(-)
S. Sixth Street O'xing of SPRR
Klamath Falls-Lakeview Highway
Klamath County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 29, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Dave Fenton, Reg Env

RECEIVED
STATE HWY ENGR
OCT 22 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cc Schroeder

TY-CITY
RAL AID
OCT 22 1975

BEN GIFFORD

8 3 1

Contract #8338

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 23, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
S. 6th Street O'xing of SPRR
Klamath Falls-Lakeview Highway
Klamath County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : C.M. Williams
District 11 : J. L. Gunter

APPROVED
ESH
E. S. Hunter
Date 10-23-75

A 95
EXEMPT.

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9338 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE
November 17, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: Bargain & Sale Deed
S. 6th St. Overcrossing of
Cascade Mainline
Southern Pacific Trans. Co.
R/W File 9727

Attached is the original and a copy of the Bargain & Sale Deed in favor of the Southern Pacific Trans. Co. conveying to them a parcel of land under the S. 6th St. viaduct in Klamath Falls, Klamath County. This conveyance is being made to the Southern Pacific Trans. Co. in conformance with the provisions of a Construction-Maintenance Agreement between the Southern Pacific Trans. Co. and the Oregon State Highway Commission dated January 27, 1956. This Construction-Maintenance Agreement calls for the transfer by the State to the Railroad of this parcel of land to provide right of way for a spur track which was relocated due to the construction of the original 6th St. viaduct. Due to an oversight this conveyance was never made to Southern Pacific. The Southern Pacific Trans. Co. did relocate their spur line onto this right of way and have been using it for a number of years. This deed is being prepared to clean up the records on this project.

Please obtain the approval of the Chairman or Vice-Chairman of the Oregon Transportation Commission for this document and when this approval is received have the deed signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed the deed please have it returned to me for transmittal to the Southern Pacific Trans. Co.

JEC:jk
Attach.

cc: F. B. Klaboe
J. L. Sollis

RECEIVED
STATE HWY ENGR
NOV 18 '75
REFE O
FOR
Info | Info | R J | D.R | Act

NOTED
MARIE STEPHENS

is deck patching and membrane AC overlay on the Link River Crossing on The Dalles-California Highway. This structure exhibits the early deck deterioration characteristics which will ultimately lead to a condition similar to that now existing at South 6th.

WJH:dh

cc Carl Williams
John Gunter

Discussion of appropriate covering of bridge with
Jim Wilson indicated his support for rubber-asphalt
seal coat as being able to perform as well as AC-Overlay -
I would like to try it some place but probably not here - Perhaps
with and without subsequent overlay. —

What Walt meant in top line this page was a membrane
and an AC-overlay, —

There are 448 existing deck panels. One hundred eighty-five of these are rated in good condition, 142 in moderate, and 121 in poor condition. For the purpose of the estimate it was assumed that all panels rated poor would have to be replaced in five years and that 50 percent of the panels rated moderate would have to be replaced during the same period.

The recommended posting loads were arrived at by considering that 1 1/2" or approximately 25 percent of the deck area has been lost. A 25 percent loss in capacity of the negative moment reinforcing steel over the bents due to a loss in bond was also assumed.

The continued use of the viaduct by legal loads will affect the rate of deterioration. A total collapse of the structure would not be anticipated under legal load if a reasonable degree of maintenance is practiced. Deterioration will be a progressive thing with random breakdown of the deck panels and excessive deflection of the spans occurring due to loss of continuity at the bents.

Two alternate designs have been investigated for the reconstruction and would be advanced for bidding. The first alternate would remove and replace the existing deck and repair the damaged crossbeams. The second alternate would remove and replace the deck on the steel spans and replace all the concrete approach spans with precast prestressed superstructure elements and new poured-in-place substructure.

All new concrete to be incorporated in the viaduct, either by maintenance or contract, should use aggregate imported from outside the Klamath Falls area. A minimum of two lanes of traffic would be maintained during the reconstruction period under the contract replacement plan. The contract work would, in all probability, require two seasons to complete. A print of the preliminary plans for the total deck replacement as a contract project is attached. If a decision is made to proceed with the work under contract and if funds are available, the project could be advertised by February 1976.

All of the structures on the State's highway system in and around Klamath Falls have been checked for chloride content. Those structures in Klamath Falls or in its close proximity generally show high chloride levels. A program of placing deck membranes and AC wearing surfaces on these structures should be considered if we are not to experience more problems of the nature experienced at South 6th. The most pressing need

8334 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 7, 1975

FILE: BR 3849A

NOTED
H. S. COULTER

Walter J. Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. H. S. Coulter
Assistant State Highway Engineer

SUBJECT:
S. 6th St. Overcrossing
Klamath Falls-Lakeview Highway

The deck deterioration on the South 6th Street viaduct has progressed to the point where reconstruction is necessary. This could be delayed for a maximum of five years with a program of continued maintenance at an estimated annual cost of $100,000.

A decision on corrective action should be made. The choice is between reconstruction in 1976 at an estimated cost of $1,700,000 or continued maintenance with reconstruction at a later date at a cost estimated to increase ten percent per year. We recommend that if a maintenance repair program is followed, the structure should be posted for 12,000 lbs. single axle and 21,000 lbs. tandem axles.

The cost of maintaining this structure over the next five years, assuming no contract reconstruction, was arrived at as follows. The minimum repairs outlined below at an estimated cost of $25,000 are considered priority repairs in order to maintain traffic.

1. Replace bearing assemblies at Bent 4.
2. Provide temporary support for Span 4 at Bent 4 and Span 6 at Bent 7 to insure against loss of structure in case of a crossbeam failure.
3. Repair longitudinal beam at Bent 4, left.
4. Repair beam seat at Bent 10, right.

This minimum work does not include replacement of deck panels that may fail. The following is an estimate of cost of replacing panels at random as required over the next five years.

1976 = 38 panels @ $2,300/panel = $ 87,400
1977 = 38 panels @ $2,500/panel = 95,000
1978 = 38 panels # $2,700/panel = 102,600
1979 = 38 panels # $2,900/panel = 110,200
1980 = 40 panels # $3,100/panel = 124,000

$519,200

I believe new bridge should be contracted as soon as we can find money HSC

cy where 12-10-75

Walt Get the plans ready for spring letting. EJH

CC

RECEIVED
NOV 10 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 8 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

APPROVED AS TO FORM:

Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

Nov. 24, 1975

Personally appeared F. B. Klaboe, who being duly sworn did say that he is Administrator and State Highway Engineer of the Oregon State Department of Transportation, Highway Division, and that the foregoing instrument was signed on behalf of the State of Oregon by authority of the Oregon Transportation Commission, and he acknowledged said instrument to be its voluntary act and deed. Before me:

(SEAL)

Adele L. Egan
Notary Public for Oregon
My Commission Expires: Oct. 30 1976

STATE OF OREGON; COUNTY OF KLAMATH; ss.

Filed for record at request of STATE OF OREGON R/W DIVISION

this 26th day of NOVEMBER A. D. 1975 at 2;30 o'clock P.M.

duly recorded in Vol. M 75, of DEEDS on Page 14954

FEE $ 15.00 WM. D. MILNE, County

By Hazel Drazil

Ret: Ore State Hwy
R/W Div
119 State Hwy Bldg
Salem Ore
97310

INDEXED
D ✓ I ✓

land to explore for, mine, extract and remove the same and to make such use of said land beneath the surface as is necessary or useful in connection therewith, which use may include lateral or slant drilling, boring, digging or sinking of wells, shafts or tunnels; provided that the State of Oregon, by and through its Department of Transportation, Highway Division, its successors or assigns, shall not drill, dig, or mine through the surface of said land in the exercise of said rights and shall not disturb the surface of said land or otherwise develop the same in such manner as to disrupt or endanger use of the surface.

TO HAVE AND TO HOLD the same unto grantee, its successors and assigns forever.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this conveyance. Approval was given for this conveyance on January 27, 1956 by Oregon State Highway Commission, which approval is on file in the Commission records. The delegation order also authorized the Administrator and State Highway Engineer to execute the conveyance on behalf of the Commission. DATED: November 24, 1975

GRANTOR:

STATE OF OREGON BY AND THROUGH ITS
DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISON

Administrator and State Highway Engr.

The side line of said 22 foot wide strip of land terminates in said southwesterly line of Sixth Street and in said westerly line of said land described in said Deed.

Containing an area of 14,425 square feet, more or less.

This grant is made subject:

(a) To all existing encumbrances, liens, leases, easements, restrictions, conditions, contracts and claims of third party title which may affect said property.

(b) To the provisions of that certain Agreement of January 27, 1956, between the parties hereto covering the construction and maintenance of a highway overcrossing at said location.

EXCEPTING AND RESERVING unto the State of Oregon by and through its Department of Transportation, Highway Division, its successors and assigns, the title and exclusive right to all the minerals and mineral ores of every kind and character now known to exist or thereafter discovered upon, within or underlying said parcels of land or that may be produced therefrom, including, without limiting the generality of the foregoing, all petroleum, oil, natural gas, and other hydrocarbon substances and products derived therefrom, together with the right of the State of Oregon, by and through its Department of Transportation, Highway Division, its successors and assigns, of ingress and egress beneath the surface of said

Second Railroad addition to Klamath Falls, at Engineer Station 6+65.08, that is Northerly 101.18 feet, measured along said centerline of track, produced southerly, from the southwestern line of said Sixth Street and 510 feet, more or less, northwesterly measured along said southwesterly line from the westerly line of said land described in said deed, said Station 6+65.08 equals 0.00 of the centerline being described; thence Southeasterly along a curve to the left of radius 409.26 feet, from a tangent that bears South 0°15'45" East from the first above mentioned point (being also the tangent northerly of said centerline of track in said Lot) through an angle of 55°47'15", an arc distance of 398.48 feet to a point at Engineer Station 3+98.48; thence South 56°03' East, tangent to the last described curve at last mentioned point, 121.65 feet to a point at Engineer Station 5+20.13; thence Southeasterly along a curve to the right of radius of 409.26 feet, the tangent to which is the last described course at last mentioned point, through an angle of 47°08', crossing said westerly line of said land at or near Engineer Station 7+57 an arc distance 336.67 feet to a point in the centerline of an existing track and the tangent therefore at Engineer Station 8+56.81 having a bearing of South 8°55' East.

File 9727

7664

BARGAIN AND SALE DEED

'75 NOV 26 PM 2 30

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State," grantor, has bargained, sold and conveyed and by these presents does bargain, sell and convey unto Southern Pacific Transportation Company, a Corporation of the State of Delaware, hereinafter called "Railroad," grantee, the following described parcel of land to wit:

> That certain parcel of land lying in the Southwest quarter of Section 33, Township 38 South, Range 9 East, W.M. in the City of Klamath Falls, County of Klamath, State of Oregon, described as follows:
>
> Being a strip of land 32 feet wide extending southeasterly from the southwesterly line of Sixth Street in said City to the westerly line of the land of the Central Pacific Railway Company described in deed recorded March 11, 1908, in Volume 23 of Deeds, Page 616, Records of Klamath County, lying equally 11.0 feet on each side of the centerline as follows:
>
> Beginning at a point in the centerline of track as now located in Alley Lot No. 40 of Block 18,

ROW 18-2

bc: ~~C. W. Head~~
J. B. Boyd
J. L. Sollis

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
DEC 16 1975
LEGAL

October 13, 1975

Southern Pacific Trans. Co.
Legal Department
800 Pacific Bldg.
Portland, OR 97204

Attn: John Wiley Gould

Property Conveyance
S. Sixth St. (Klamath Falls) Sec.
Klamath Falls-Lakeview Hwy.
Klamath County
R/W File: 9727

Dear Sir:

On January 27, 1956, an Agreement was entered into between the Central Pacific Railway Co., Southern Pacific Co., and the Oregon State Highway Commission. One of the provisions of that Agreement called for the conveyance by the Highway Commission to the Central Pacific Railway Co. and the Southern Pacific Trans. Co. of a strip of land to be utilized in the construction and operation of a spur track. In reviewing the files on this project, it was discovered that this conveyance of property to Central Pacific Railway Co. and Southern Pacific Trans. Co. was never accomplished.

To rectify this failure on the part of the State Highway Commission, enclosed is a draft of a conveyance of Central Pacific Railway Co. and Southern Pacific Trans. Co. of the necessary property. It would be appreciated if your would review this conveyance and advise me as to the proper form for the Central Pacific Railway Co. and Southern Pacific Trans. Co. signature block and any other revisions, comments, etc., which you might have. Upon receipt of your comments, suggested revisions or whatever, we will have the final conveyance prepared and executed by the State Transportation Commission and conveyed to you for execution by your principals. If there is any further information you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.
cc: SPTC-Port., R.L. Johnston

Form 81-734-3123

ROW 18-2

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 12, 1975

Southern Pacific Trans. Co.
Law Department
800 Pacific Bldg.
Portland, OR 97204

Attn: John Gould

Bargain & Sale Deed
S. Sixth St. Overcrossing
Cascade Mainline
City of Klamath Falls
Klamath County
R/W File: 9727

Dear John:

Enclosed is the fully executed Bargain & Sale Deed conveying to Southern Pacific Trans. Co. the 32-foot wide strip of land for your spur track in Klamath Falls as required in the agreement between Southern Pacific Trans. Co. and the State of Oregon dated 27 January 1956. This Deed was signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer on November 24, 1975 and has been recorded in the Klamath County records on the 26th day of November 1975 in Volume M75 of Deeds on Page 14954.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.
cc: SPTC - Portland
Attn: R. L. Johnston
SPTC - San Francisco

bc: C. W. Head w/copy Deed
J. B. Boyd "
J. L. Sollis "

Form 81-734-3123

Jack

Jim Chidsey sent us this Bargain and Sale Deed. In looking at page 4 it says that the Chairman has approved this conveyance under a delegation order.

In talking with Adele Egan this was approved back in January 27, 1956 and no further Commission action was necessary. The reference to the delegation order is mentioned only for Klaboe's authority to sign.

What should we do about the mention of the Chairman's approval of this? Nothing???
It has been filed with the County and copies sent to Southern Pacific.

My concern is years from now we would be looking for the delegation order and never have one.

Fran

8333

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: December 18, 1975

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Property Conveyance - South 6th Street (Klamath Falls) Section, Klamath Falls-Lakeview Highway, Klamath County, R-9727

I have reviewed your note concerning the execution of the deed on this file from the Highway Division to the Southern Pacific Transportation Company.

Although the deed does contain the provision indicating that the Chairman of the Transportation Commission has approved the deed and this authority does not rest with the Chairman alone this is not a defect in the conveyance. The actual authority to execute the deed was contained in the agreement between the Highway Commission and the Southern Pacific Transportation Company back in 1956. The agreement contained a provision which required the Highway Commission to transfer this property to the Southern Pacific Transportation Company and by executing the agreement the Commission gave authority for the execution of the document.

The fact that the document contains an extraneous paragraph that it was approved by the Chairman of the Transportation Commission would not invalidate the document as it was authorized when the agreement was executed. By a copy of this letter I am advising the Right of Way Section that unless specific authority is given in some sort of an agreement approval of the Transportation Commission is necessary for the transfer of property.

JLS:ch;hg

cc - J. B. Boyd

of traffic and one sidewalk will be maintained during the reconstruction. The contract work will, in all probability, require two seasons to complete.

In Alternate One the entire deck, sidewalks, and railings will be removed and replaced. The crossbeams at Bents 4, 7, 10 and 13 would also be replaced along with the bearing assemblies at Bent 4 which will be replaced with elastomeric bearing pads. The hinge type assemblies at Bents 10 and 13 will be replaced with expansion devices to allow expansion and contraction in the steel spans.

In Alternate Two the deck, sidewalks and railings will be removed and replaced in the steel spans only. The entire structure will be replaced in the concrete spans with prestressed slabs and poured-in-place bents supported by piles. The crossbeams at Bents 10 and 13 will also be replaced and the hinge type bearings replaced with expansion devices.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $1,500,000 for Alternate One and $1,900,000 for Alternate Two.

Very truly yours,

ALTER J. HART
Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. M. Williams

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO
FOR

8338

731

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 3849B

December 19, 1975

NOTED
E. S. HUNTE

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

S. 6th St. Oxing of SPRR
S. 6th St. RR Oxing (Klamath Falls) Section
Klamath Falls-Lakeview Highway
Bridge 3849B
Klamath County

Enclosed are two prints each of drawings 31097, 31098, 31099 and 31100 which are the preliminary plan and elevation and stage construction drawings for the subject structure. Also enclosed are two copies each of an April 18, 1975 memorandum with laboratory report, a June 6, 1975 letter from Robert C. Pool, Regional Maintenance Engineer, and an October 21, 1975 memorandum. The drawings and photographs referred to are not included but are available in our office. The foundation report will be forwarded when complete.

The deck deterioration on this structure has progressed to the point where reconstruction is necessary. Two alternates have been investigated for the reconstruction and we propose to prepare bidding plans for both alternates, reserving the right to accept Alternate Two if the bid is no greater than $300,000 over the low bid for Alternate One.

In both alternates the existing roadway width and alignment will be retained. The raised median will be eliminated and the walks increased to six feet. All new concrete incorporated into the structure will use aggregate imported from outside the Klamath Falls area. A minimum of two lanes

833

13

FORM 81-734-3030

FILE: BR 3849 B

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 12, 1976

FROM: R. W. Ellison
Bridge Administration Engineer

TO:

Mr. Walter Barrie
Chief Counsel

Attention Mr. Jack Sollis

SUBJECT:
S. 6th St. Oxing of SPRR
S. 6th St. RR Oxing (K.Falls) Sec.
Klamath Falls-Lakeview Highway
Bridge 3849 B
PUC Application

NOTED
E. S. HUNTE

Enclosed is a completed application for a PUC Permit for the subject structure. Also enclosed are fifteen prints of Drawings 31124, 31125, and 31101 which are the vicinity map, plan and elevation, and clearance diagram respectively. Copies of these drawings are being sent to the Southern Pacific Transportation Company for approval.

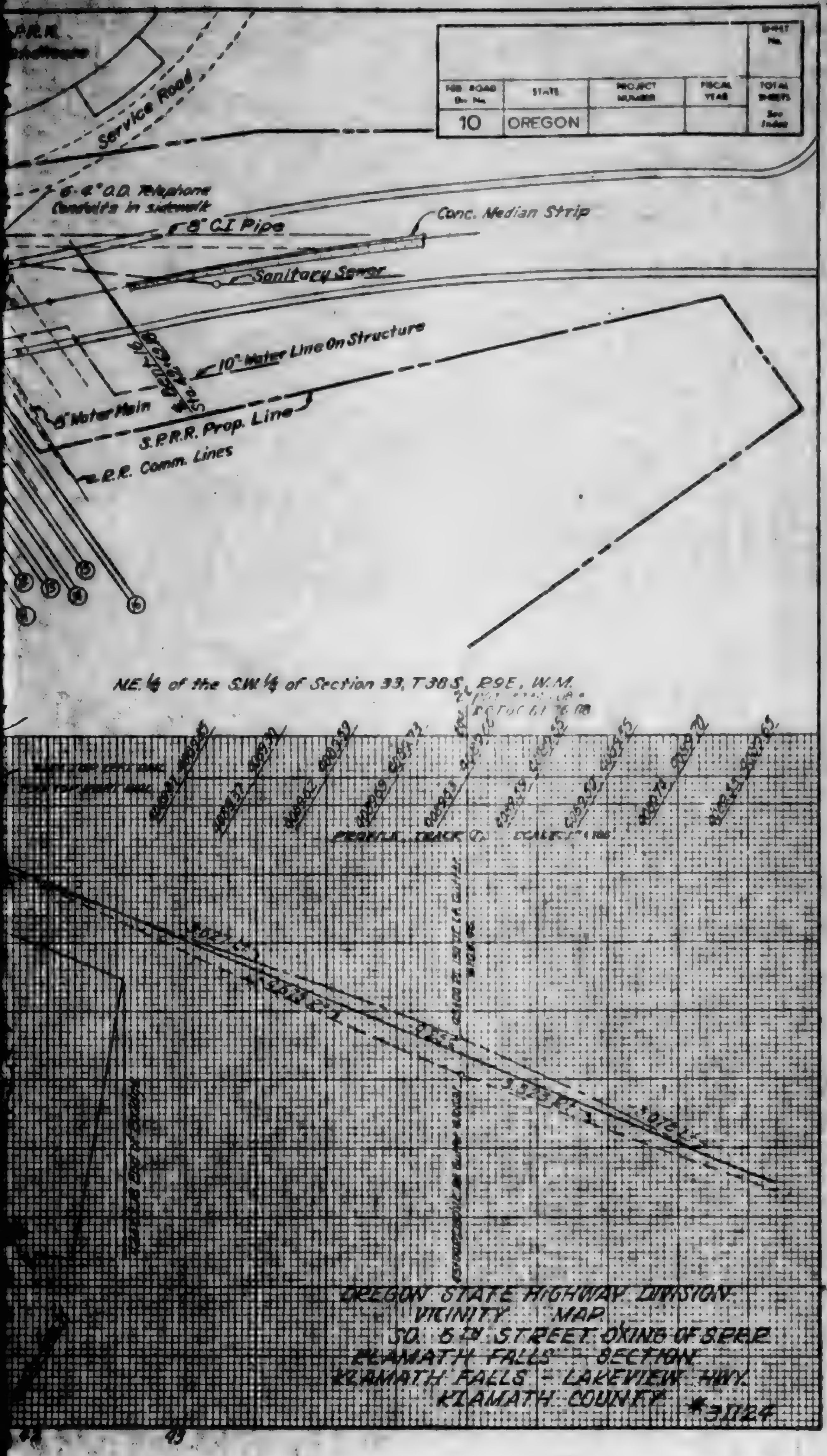
We plan to receive bids on March 25, 1976 for this project with two alternates. Alternate 1 includes replacement of the deck only in all spans plus repair to the crossbeams at bents 4, 7 and 10. Alternate 2 includes complete replacement of the structure in spans 1 through 9 and repair to the crossbeam at bent 10. Depending on the amount bid, we may elect to use Alternate 2 and, in that case, the permit applied for herewith will be required. If we use Alternate 1, the work can be done under the terms of our existing agreement with the Railroad and a PUC permit would not be required.

Please make a formal application to PUC for an order for this structure.

JMT:dh
Enclosures

cc E. S. Hunter
C. M. Williams
J. E. Chidsey

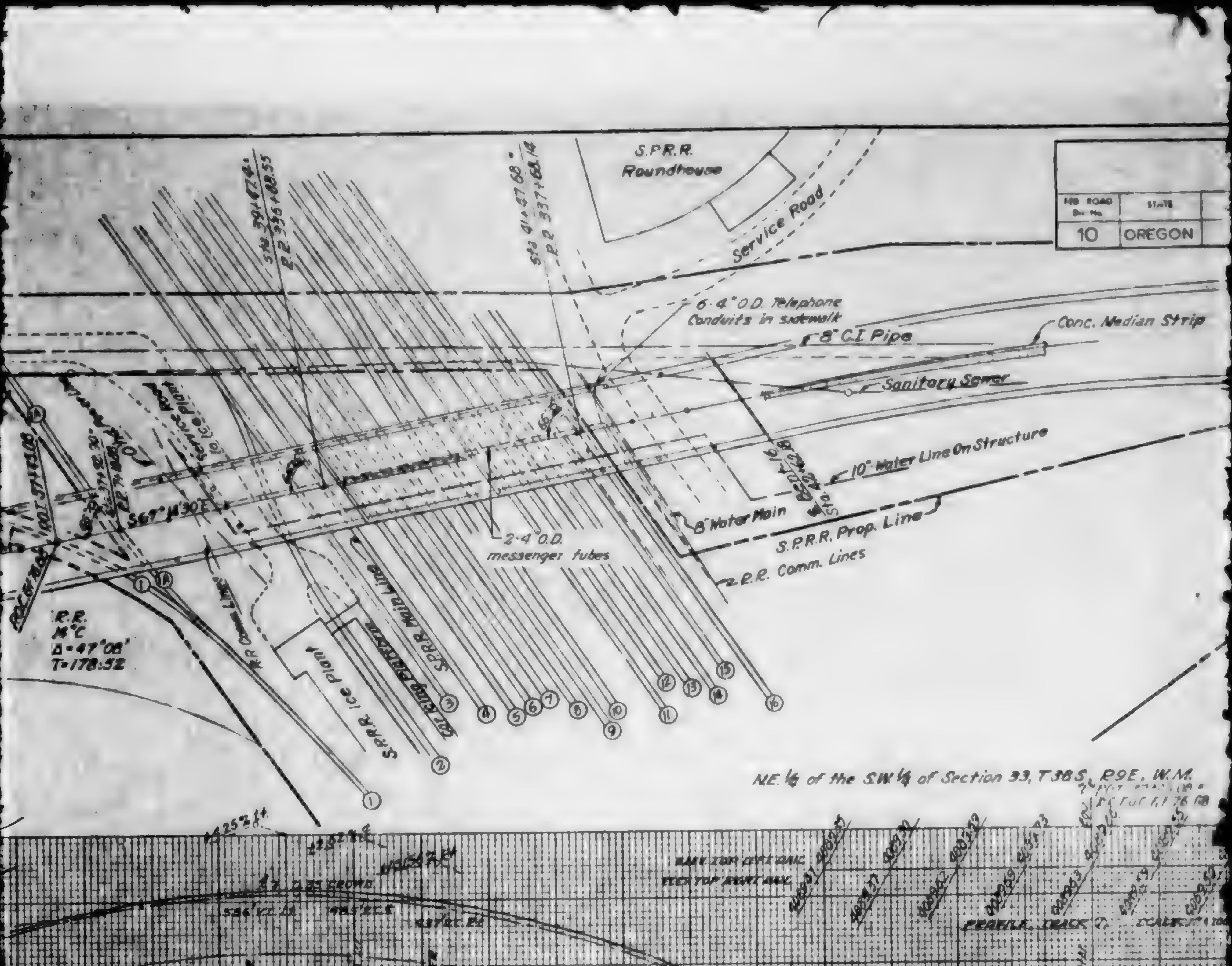
ECEIVED
TE HWY ENGR
JAN 12'76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

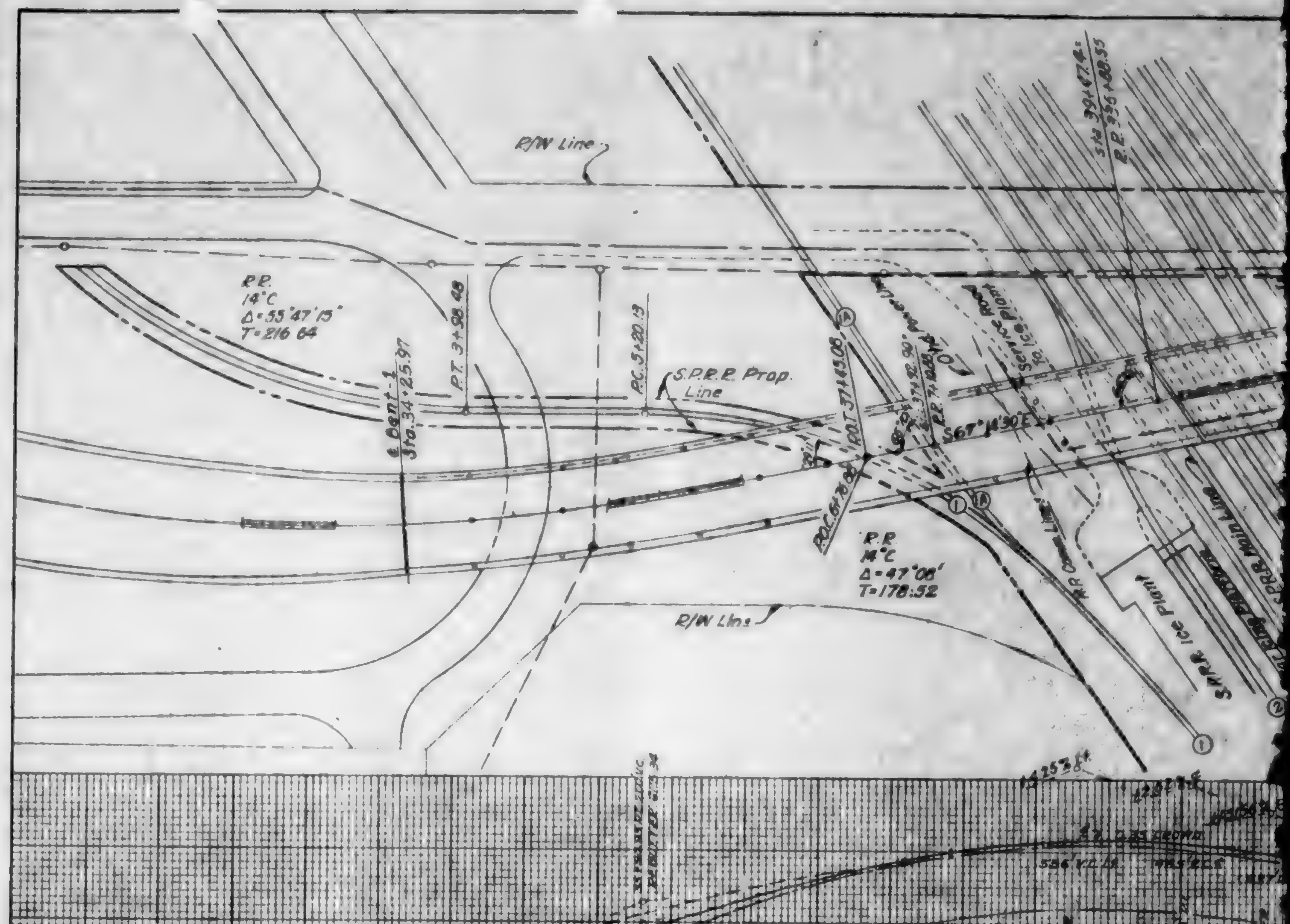

S.P.R.R.
Service Road
6-4" O.D. Telephone Conduits in sidewalk
8" C.I. Pipe
Conc. Median Strip
Sanitary Sewer
10" Water Line On Structure
6" Water Main
S.P.R.R. Prop. Line
R.R. Comm. Lines
NE.¼ of the S.W.¼ of Section 33, T38S, R9E, W.M.
PROFILE TRACK
SCALE

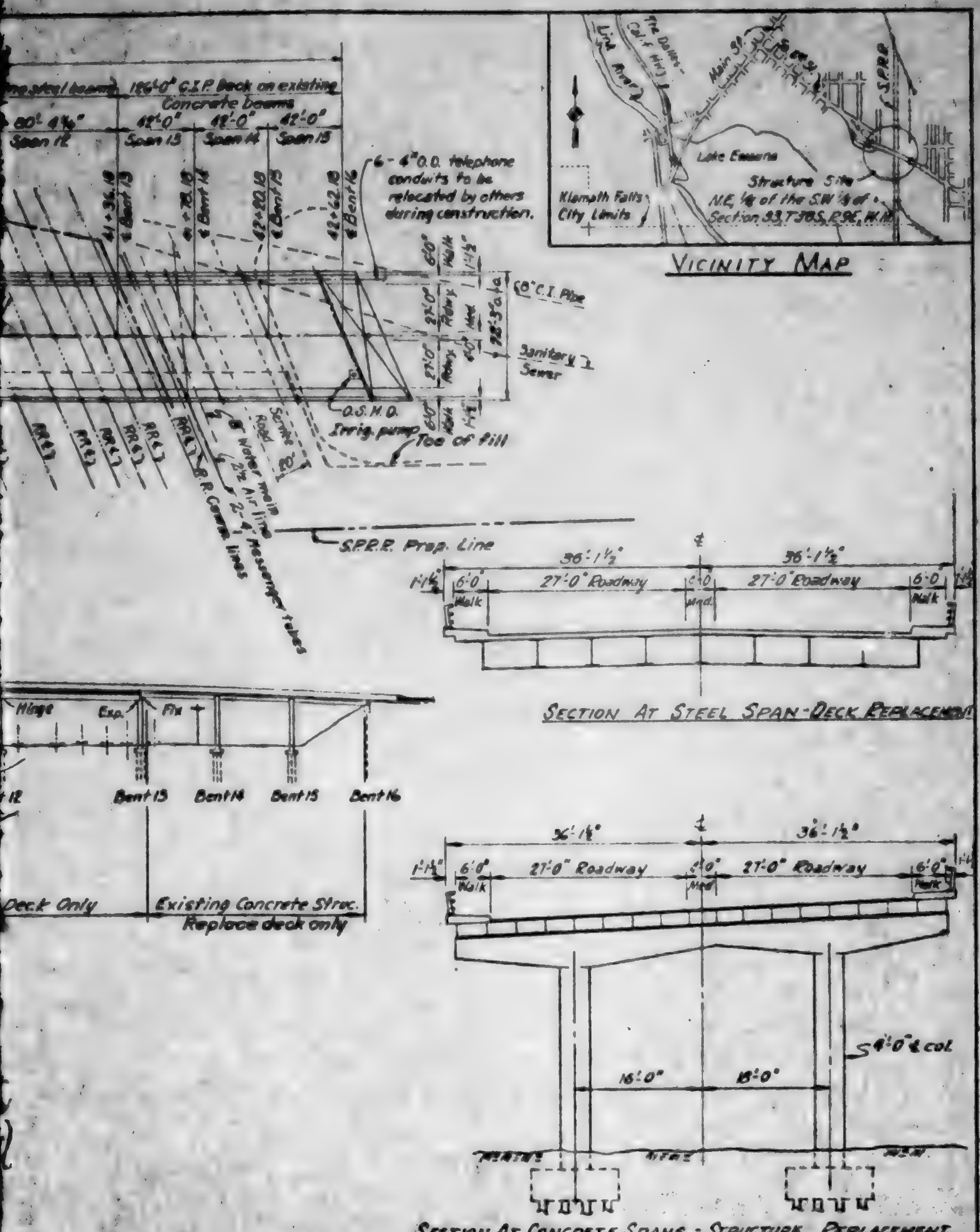
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SHEET No.

OREGON STATE HIGHWAY DIVISION
VICINITY MAP
SO. 6TH STREET OXING OF S.P.R.R.
KLAMATH FALLS SECTION
KLAMATH FALLS - LAKEVIEW HWY.
KLAMATH COUNTY
*31124

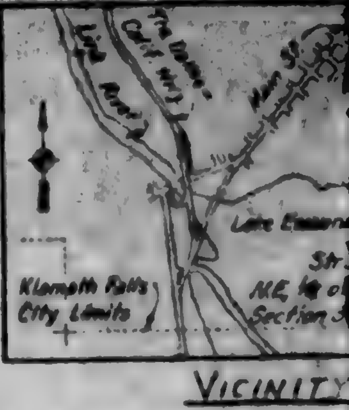

FED. ROAD DIV. No.
STATE
10
OREGON
S.P.R.R. Roundhouse
Service Road
Sta. 39+47.4 ±
R.R. 336+88.55
Sta. 41+47.68 ±
R.R. 337+68.14
6-4" O.D. Telephone Conduits in sidewalk
8" C.I. Pipe
Conc. Median Strip
Sanitary Sewer
10" Water Line On Structure
8" Water Main
S.P.R.R. Prop. Line
R.R. Comm. Lines
2-4" O.D. messenger tubes
S 67° 14' 30" E
R.R. Comm. Line
S.P.R.R. Ice Plant
S.P.R.R. Main Line
P.C. 37+93.08
R.R.
14° C
Δ = 47° 08'
T = 178.52
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
NE. 1/4 of the S.W. 1/4 of Section 33, T. 38 S., R. 9 E., W.M.
PROFILE TRACK
OREGON STATE HIGHW
VICINITY MAP
SO. 6TH STREET
KLAMATH FALLS
KLAMATH
38
39
40
41
42
43


R/W Line
P.P.
14°C
Δ=55°47'15"
T=216.64
℄ Bent-1
Sta. 34+25.97
P.T. 3+98.48
P.C. 5+20.13
S.P.R.R. Prop. Line
P.O.T. 37+49.08
P.O.C. 64+78.08
S67°14'30"E
Service Road to Ice Plant
Sta 39+47.74 = P.P. 395+88.55
P.P.
14°C
Δ=47°08'
T=178.52
R/W Line
R.R. Comm. Line
S.P.R.R. Ice Plant
S.P.R.R. Main Line
Top of Pavement Rt.
Top of Pavement Lt.
+4.25%
+4.25%
+4.25%
4110
4105
4100
4095
4090
4085
34
35
36
37
38
39



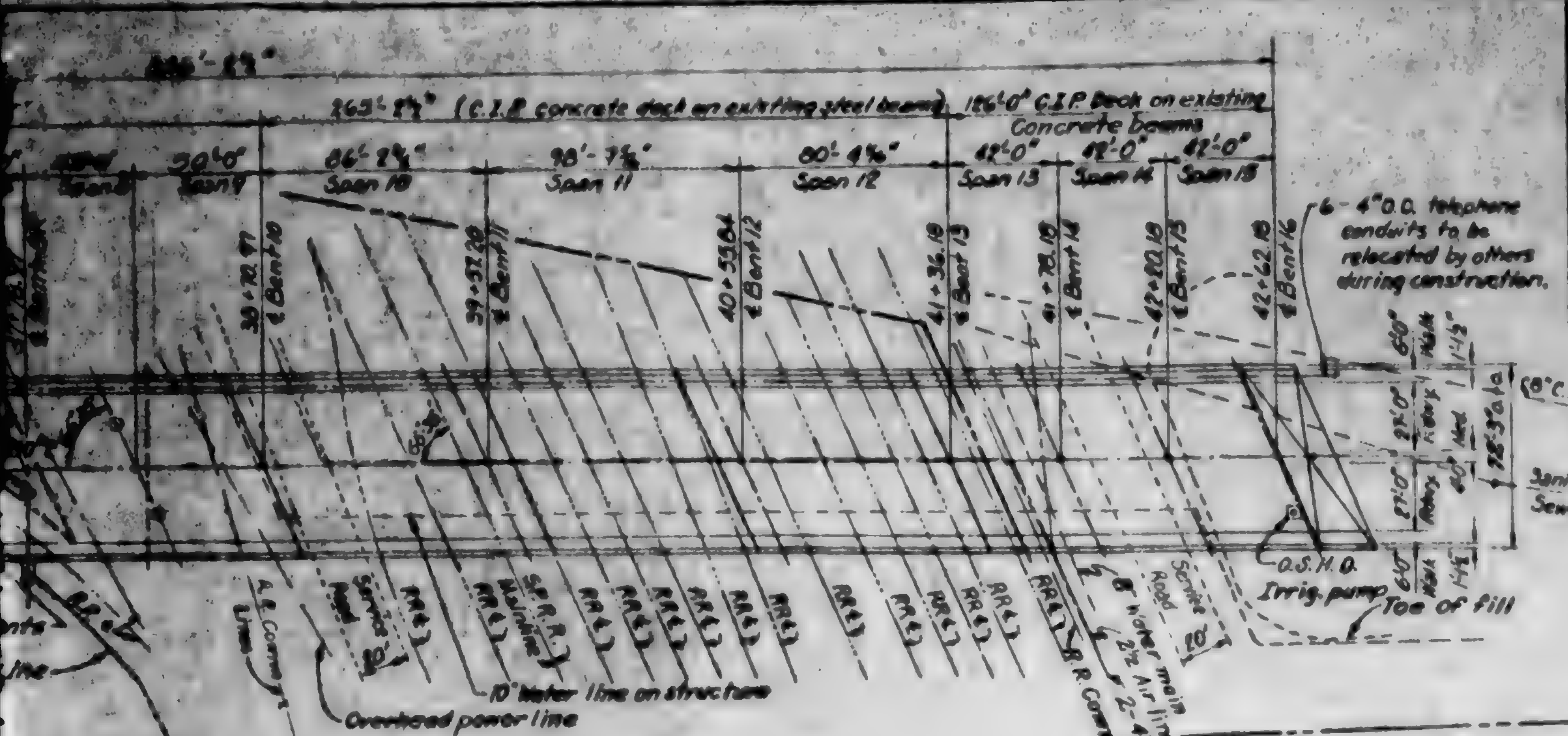
steel beams
186'-0" C.I.P. Deck on existing Concrete beams
80'-4¾"
42'-0"
42'-0"
42'-0"
Span 12
Span 13
Span 14
Span 15
41+36.10 ℄ Bent 13
41+78.10 ℄ Bent 14
42+20.10 ℄ Bent 15
42+62.10 ℄ Bent 16
6 - 4" O.D. telephone conduits to be relocated by others during construction.
6'-0" Walk
1'-1½"
27'-0" Rdwy.
6'-0" Med.
27'-0" Rdwy.
6'-0" Walk
1'-1½"
78'-3" o.to.
60" C.I. Pipe
Sanitary Sewer
O.S.H.D. Irrig. pump
Toe of fill
RR(2)
RR(3)
RR(4)
RR(5)
RR(6)
RR(7)
6" Water main
2½" Air line
2-4" Messenger tubes
R.R. Comm. lines
Road
Service
20'
S.P.R.R. Prop. Line
The Dalles-Calif. Hwy.
Link River
Main St.
S.P.R.R.
Lake Ewauna
Klamath Falls City Limits
Structure Site N.E. ¼ of the S.W. ¼ of Section 33, T.38S., R.9E., W.M.
VICINITY MAP
36'-1½"
36'-1½"
1'-1½"
6'-0" Walk
27'-0" Roadway
6'-0" Med.
27'-0" Roadway
6'-0" Walk
1'-1½"
SECTION AT STEEL SPAN-DECK REPLACEMENT
Hinge
Exp.
Fix
Bent 12
Bent 13
Bent 14
Bent 15
Bent 16
Deck Only
Existing Concrete Struc. Replace deck only
36'-1½"
36'-1½"
1'-1½"
6'-0" Walk
27'-0" Roadway
6'-0" Med.
27'-0" Roadway
6'-0" Walk
4'-0" ⌀ col.
18'-0"
18'-0"
SECTION AT CONCRETE SPANS - STRUCTURE REPLACEMENT

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION	
BRIDGE ENGINEER	So. 6TH St. OXING OF S.P.R.R. So. 6TH St. OXING OF S.P.R.R. SECTION KLAMATH FALLS-LAKEVIEW HWY - KLAMATH CO.	
ASST. STATE HIGHWAY ENGINEER	PLAN AND ELEVATION	
DESIGNED T.K. / CHECKED	DATE OCT. 1975 BRIDGE NO. 3849A ACCOMPANIED BY DWGS.	SHEET 1 OF 2
DRAWN T.K. / CAL. BOOK		DRAWING NO. 31125



Link River
Klamath Falls City Limits
Lake Ewauna
Main St.
N.E. ¼ of
Section

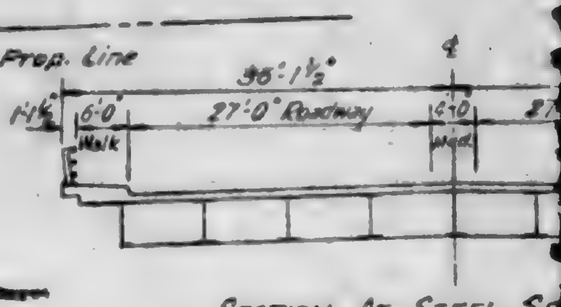
VICINITY



263'-2¾" (C.I.P. concrete deck on existing steel beams)
126'-0" C.I.P. Deck on existing Concrete beams
50'-0" Span 9
86'-2⅝" Span 10
90'-7⅞" Span 11
80'-4⅝" Span 12
42'-0" Span 13
42'-0" Span 14
42'-0" Span 15
39+72.77 ℄ Bent 10
39+57.20 ℄ Bent 11
40+53.84 ℄ Bent 12
41+36.10 ℄ Bent 13
41+78.10 ℄ Bent 14
42+20.10 ℄ Bent 15
42+62.10 ℄ Bent 16
6 - 4" O.D. telephone conduits to be relocated by others during construction.
6'-0" Walk
27'-0" Roadway
6'-0" Walk
78'-3" o.a.
8" C.I. Pipe
Sanitary Sewer
O.S.H.D. Irrig. pump
Toe of fill
R.R.℄
S.P.R.R. Mainline
10" Water line on structure
Overhead power line
8" Water main
2½" Air line
2-4" Messenger tubes
R.R. Comm. lines
Service Road

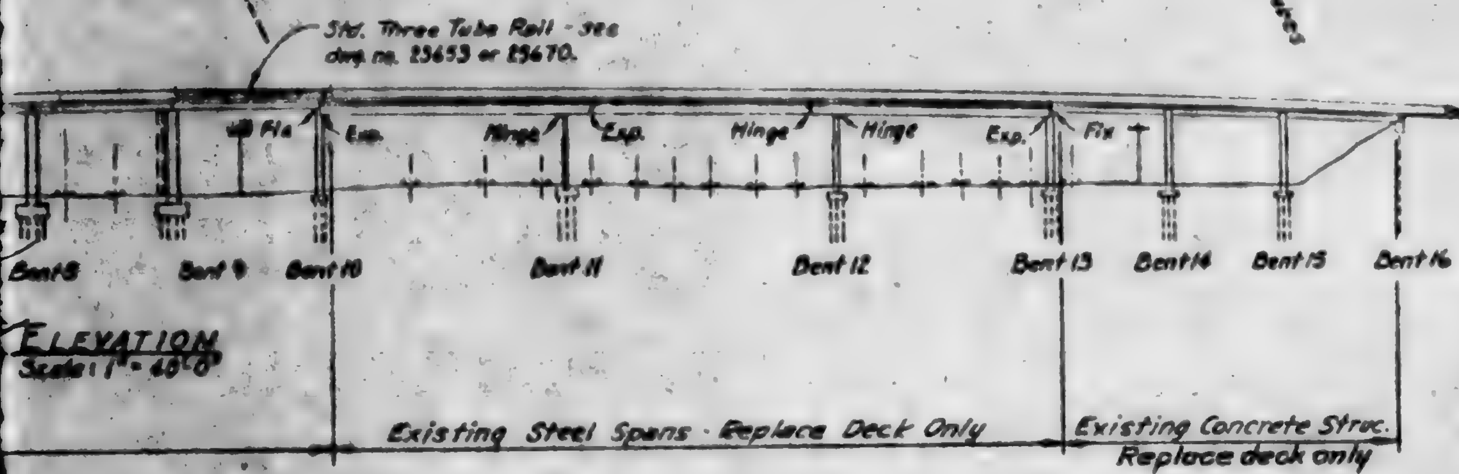
PLAN
Scale: 1" = 40'-0"

S.P.R.R. Prop. Line



36'-1½"
1'-1½"
6'-0" Walk
27'-0" Roadway
4'-0" Med.

SECTION AT STEEL SP

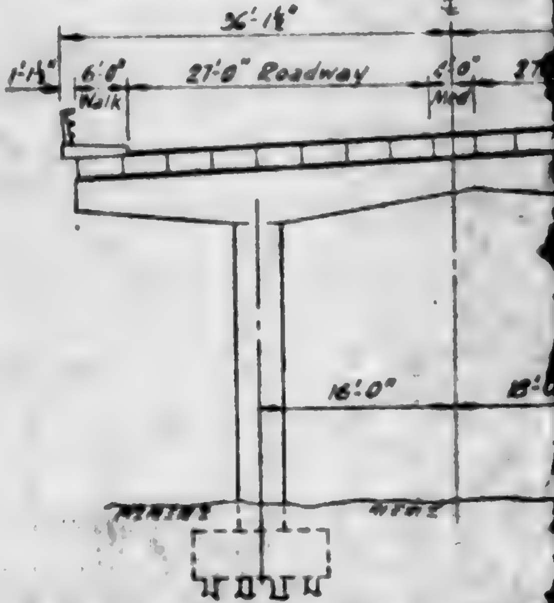


Std. Three Tube Rail - see dwg. no. 23653 or 23670.
Fix
Exp.
Hinge
Exp.
Hinge
Hinge
Exp.
Fix
Bent 8
Bent 9
Bent 10
Bent 11
Bent 12
Bent 13
Bent 14
Bent 15
Bent 16

ELEVATION
Scale: 1" = 40'-0"

Existing Steel Spans - Replace Deck Only

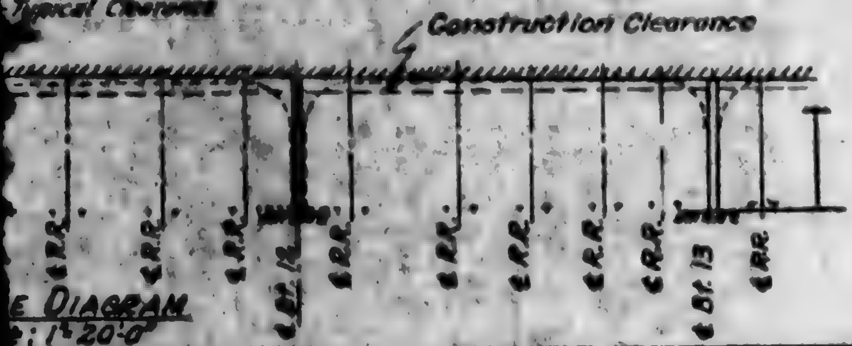
Existing Concrete Struc. Replace deck only



36'-1½"
1'-1½"
6'-0" Walk
27'-0" Roadway
4'-0" Med.
18'-0"

SECTION AT CONCRETE SPANS - STRUC

Typical Clearance



Construction Clearance
℄ R.R.
℄ R.R.
℄ Bt. 12
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 13
℄ R.R.

E DIAGRAM
: 1" = 20'-0"

APPROVED:

DESIGN ENGINEER

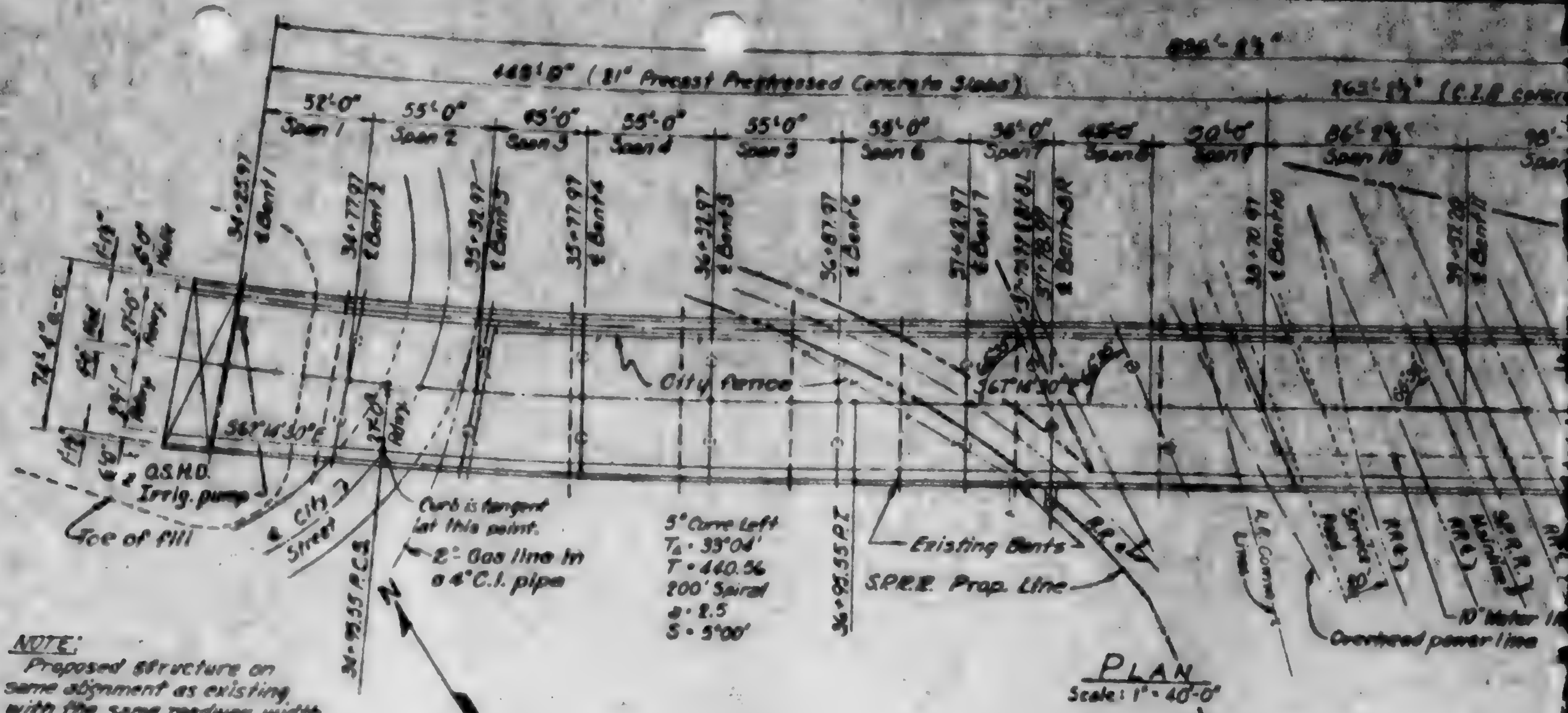
ASST. STATE HIGHWAY ENGINEER

DESIGNED T.J.S.
DRAWN T.J.S.
CHECKED
CAL. BOOK

OREGON STATE HI
BRIDGE

So. 6th St. Oxi
So. 6th St. Oxing of
Klamath Falls-Lakev
Plan

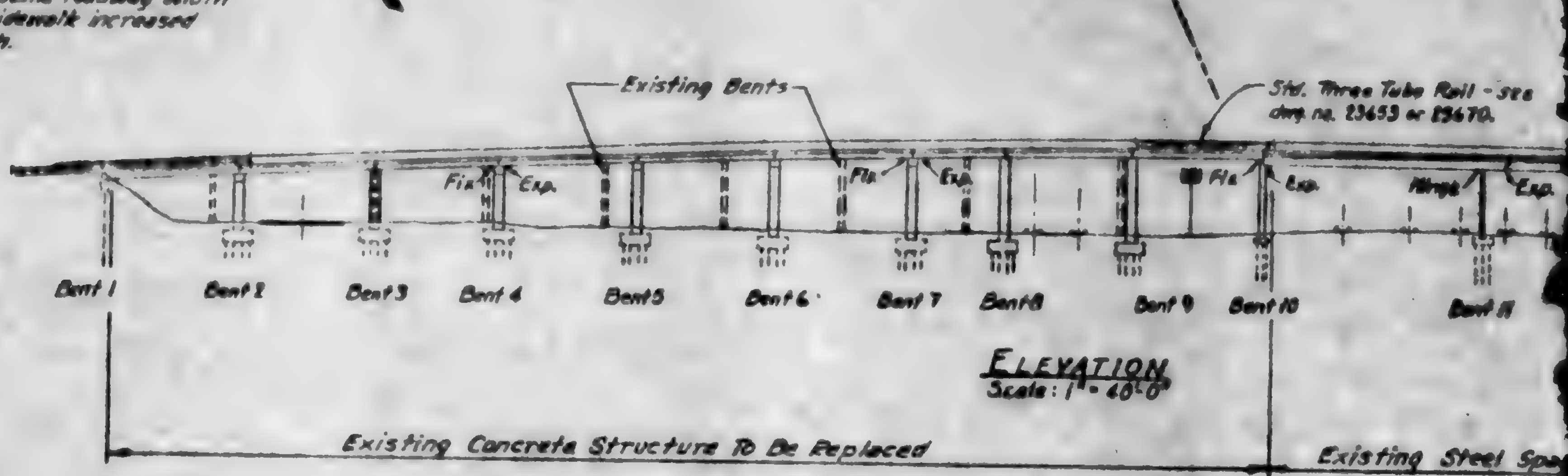
DATE Oct. 1975 BRIDGE NO. 3849
ACCOMPANIED BY DWGS.



898'-8½"
448'-0" (81" Precast Prestressed Concrete Slabs)
265'-8½" (C.I.P. concr
52'-0" Span 1
55'-0" Span 2
45'-0" Span 3
55'-0" Span 4
55'-0" Span 5
55'-0" Span 6
36'-0" Span 7
45'-0" Span 8
50'-0" Span 9
86'-8½" Span 10
Span
34+25.97 ℄ Bent 1
34+77.97 ℄ Bent 2
35+32.97 ℄ Bent 3
35+77.97 ℄ Bent 4
36+32.97 ℄ Bent 5
36+87.97 ℄ Bent 6
37+42.97 ℄ Bent 7
℄ Bent 8L
℄ Bent 8R
38+70.97 ℄ Bent 10
39+57.88 ℄ Bent 11
74'-6" o-o
5'-0" Walk
27'-0" Rdwy.
City fence
S67°14'30"E
O.S.H.D. Irrig. pump
Toe of fill
℄ City Street
Rdwy.
Curb is tangent at this point.
2" Gas line in a 4" C.I. pipe
34+97.55 P.C.S.
5° Curve Left
T_a = 33°04'
T = 440.56
200' Spiral
a = 2.5
S = 5°00'
36+97.55 P.T.
Existing Bents
S.P.R.R. Prop. Line
R.R. ℄
R.R. Comm. Line
Overhead power line
10" Water line
S.P.R.R.
N

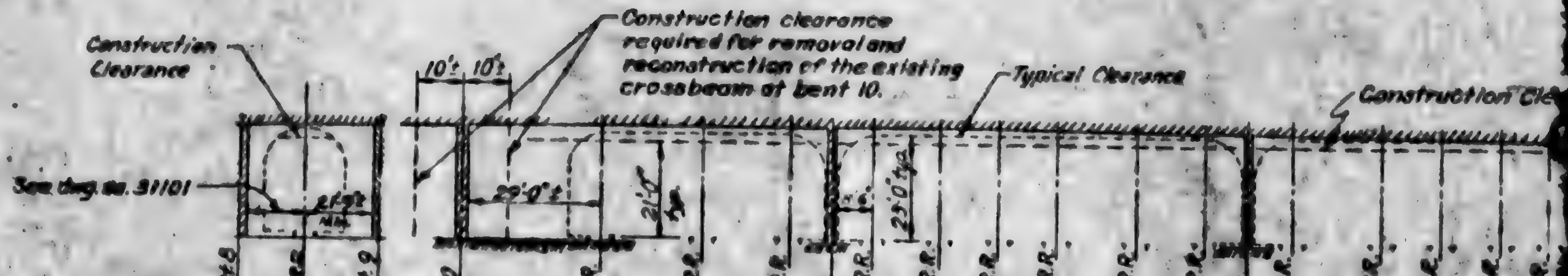
NOTE:
Proposed structure on same alignment as existing with the same roadway width & length. Sidewalk increased to 6' width.

PLAN
Scale: 1" = 40'-0"



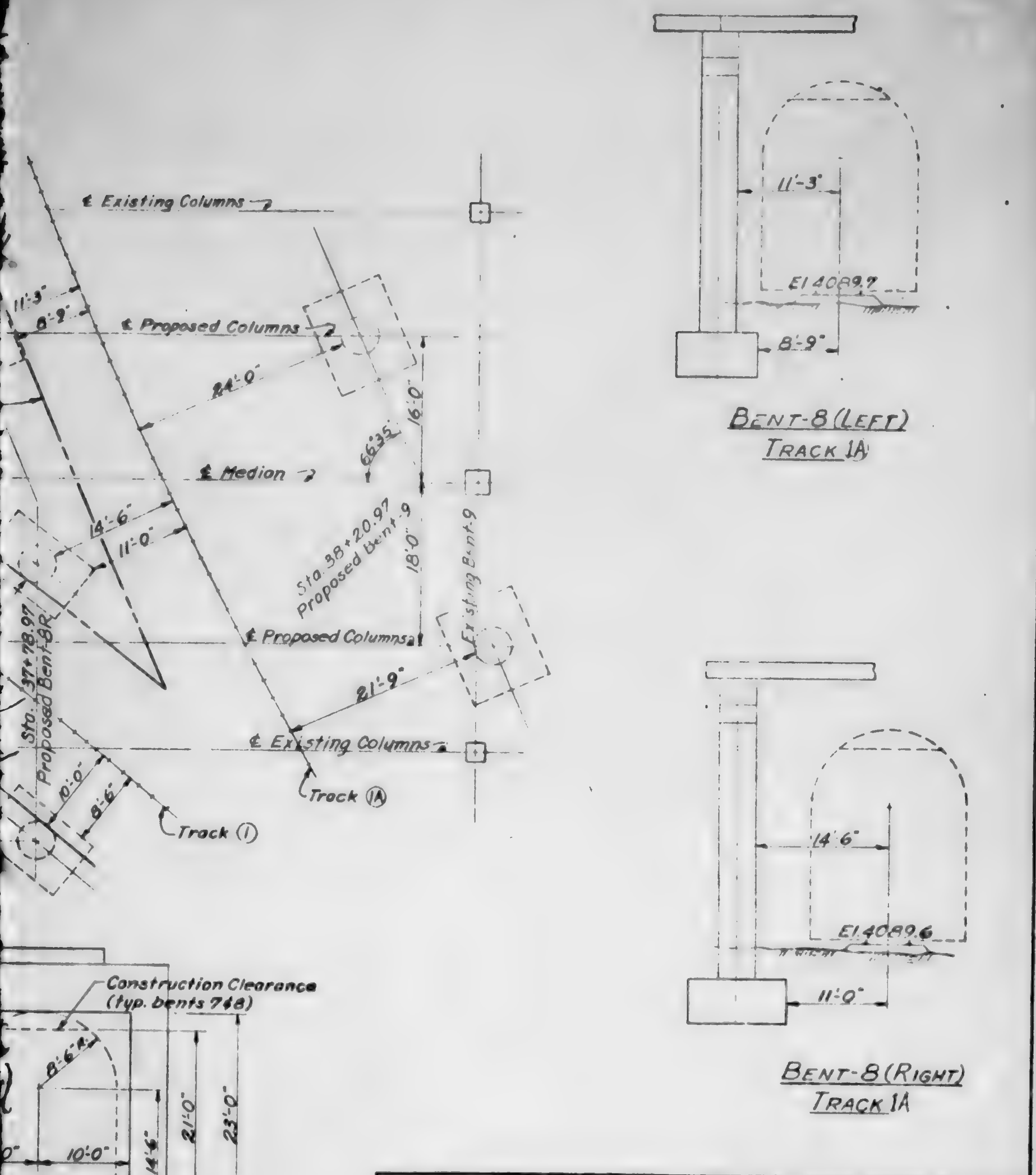
Existing Bents
Std. Three Tube Rail - see dwg. no. 23653 or 23670.
Fix.
Exp.
Fix
Exp.
Fix
Exp.
Hinge
Exp.
Bent 1
Bent 2
Bent 3
Bent 4
Bent 5
Bent 6
Bent 7
Bent 8
Bent 9
Bent 10
Bent 11
Existing Concrete Structure To Be Replaced
Existing Steel Spa

ELEVATION
Scale: 1" = 40'-0"

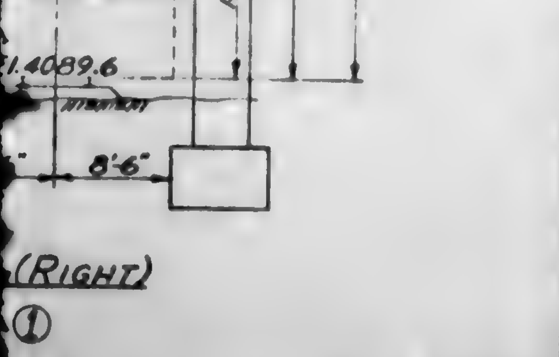


Construction Clearance
See dwg. no. 31101
10'± 10'±
Construction clearance required for removal and reconstruction of the existing crossbeam at bent 10.
Typical Clearance
Construction Cle
29'-0"±
21'-0" Typ.
23'-0" Typ.
℄ Bt. 8
℄ R.R.
℄ Bt. 9
℄ Bt. 10
℄ R.R.
℄ R.R.
℄ Bt. 11
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 12
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.

CLEARANCE DIAGRAM
Scale: 1" = 20'-0"



℄ Existing Columns
11'-3"
8'-9"
℄ Proposed Columns
24'-0"
16'-0"
66°35'
℄ Median
14'-6"
11'-0"
Sta. 38+20.97
Proposed Bent-9
18'-0"
Existing Bent-9
Sta. 37+78.97
Proposed Bent-8R
℄ Proposed Columns
21'-9"
℄ Existing Columns
10'-0"
8'-6"
Track (1A)
Track (1)
11'-3"
El 4089.7
8'-9"
Bent-8 (Left)
Track 1A
14'-6"
El 4089.6
11'-0"
Bent-8 (Right)
Track 1A
Construction Clearance
(typ. bents 7&8)



8'-6"R
21'-0"
23'-0"
10'-0"
14'-6"
El. 4089.6
8'-6"
(Right)
①

APPROVED

BRIDGE ENGINEER

DESIGNED T.J. Shike
DRAWN C.R. Poole
CHECKED
REVIEWED
REVIEWED
CALC BOOK

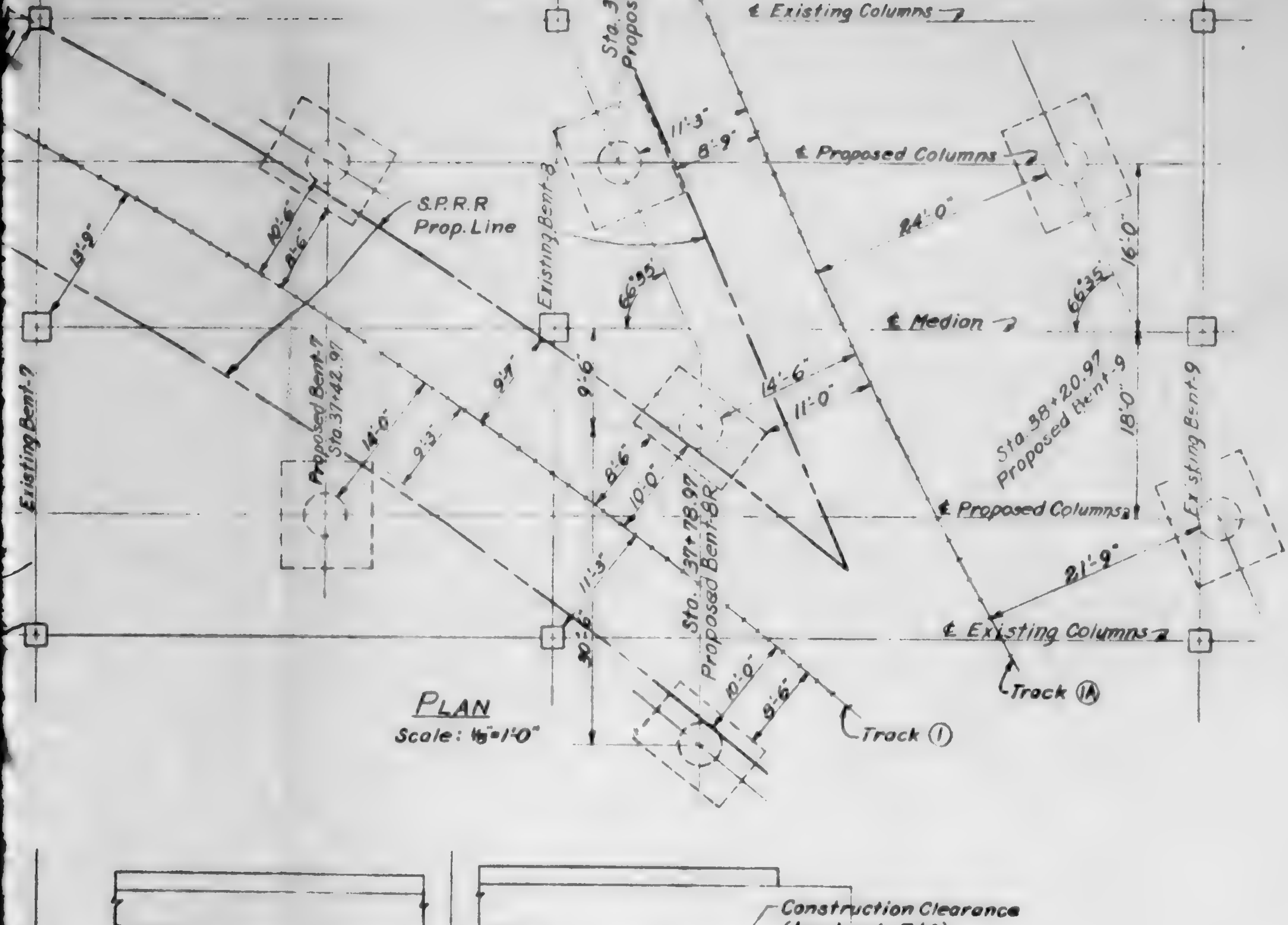
DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

So. 6th St. Oxing of S.P.R.R.

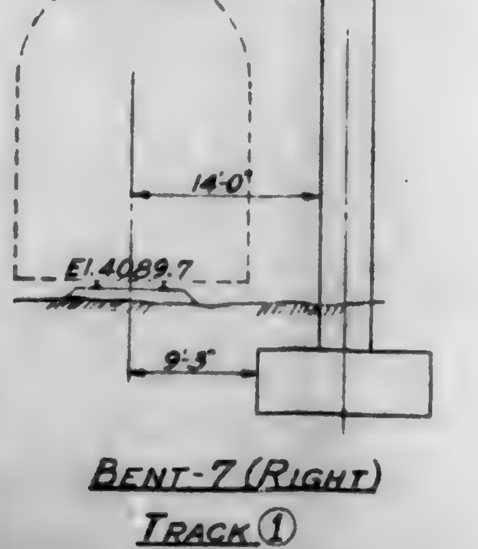
CLEARANCE DIAGRAM

DATE Dec., 1975
BRIDGE NO. 3849B
SHEET ... OF ...
DRAWING NO. 31101



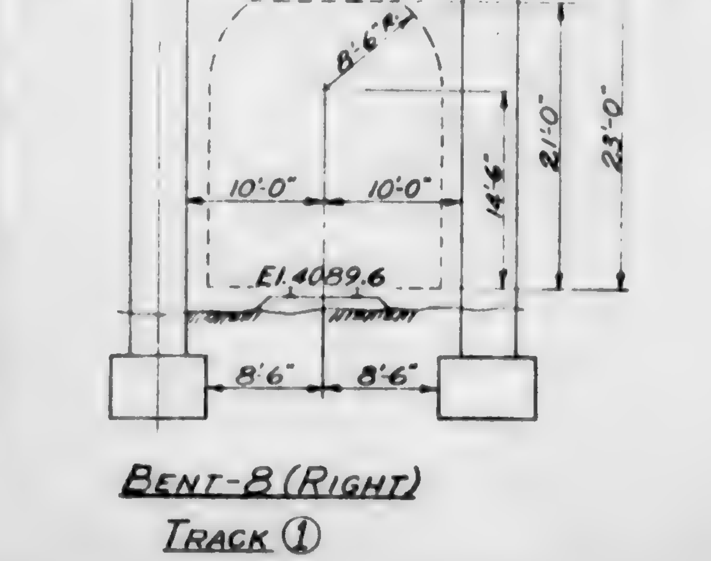
Sta. 37+70.97
Proposed Bent-8L
℄ Existing Columns
11'-3"
8'-9"
℄ Proposed Columns
S.P.R.R
Prop. Line
Existing Bent-8
24'-0"
16'-0"
10'-6"
8'-6"
13'-9"
66°35'
66°35'
℄ Median
Existing Bent-7
Proposed Bent-7
Sta. 37+42.97
14'-0"
9'-3"
9'-7"
9'-6"
14'-6"
11'-0"
Sta. 38+20.97
Proposed Bent-9
18'-0"
Existing Bent-9
8'-6"
10'-0"
℄ Proposed Columns
21'-9"
11'-3"
Sta. 37+78.97
Proposed Bent-8R
30'-3"
℄ Existing Columns
10'-0"
9'-6"
Track ①
Track ①A

PLAN
Scale: 1/8"=1'-0"



14'-0"
El. 4089.7
9'-5"

BENT-7 (RIGHT)
TRACK ①



Construction Clearance
(typ. bents 7 & 8)
8'-6" R
10'-0"
10'-0"
14'-6"
21'-0"
23'-0"
El. 4089.6
8'-6"
8'-6"

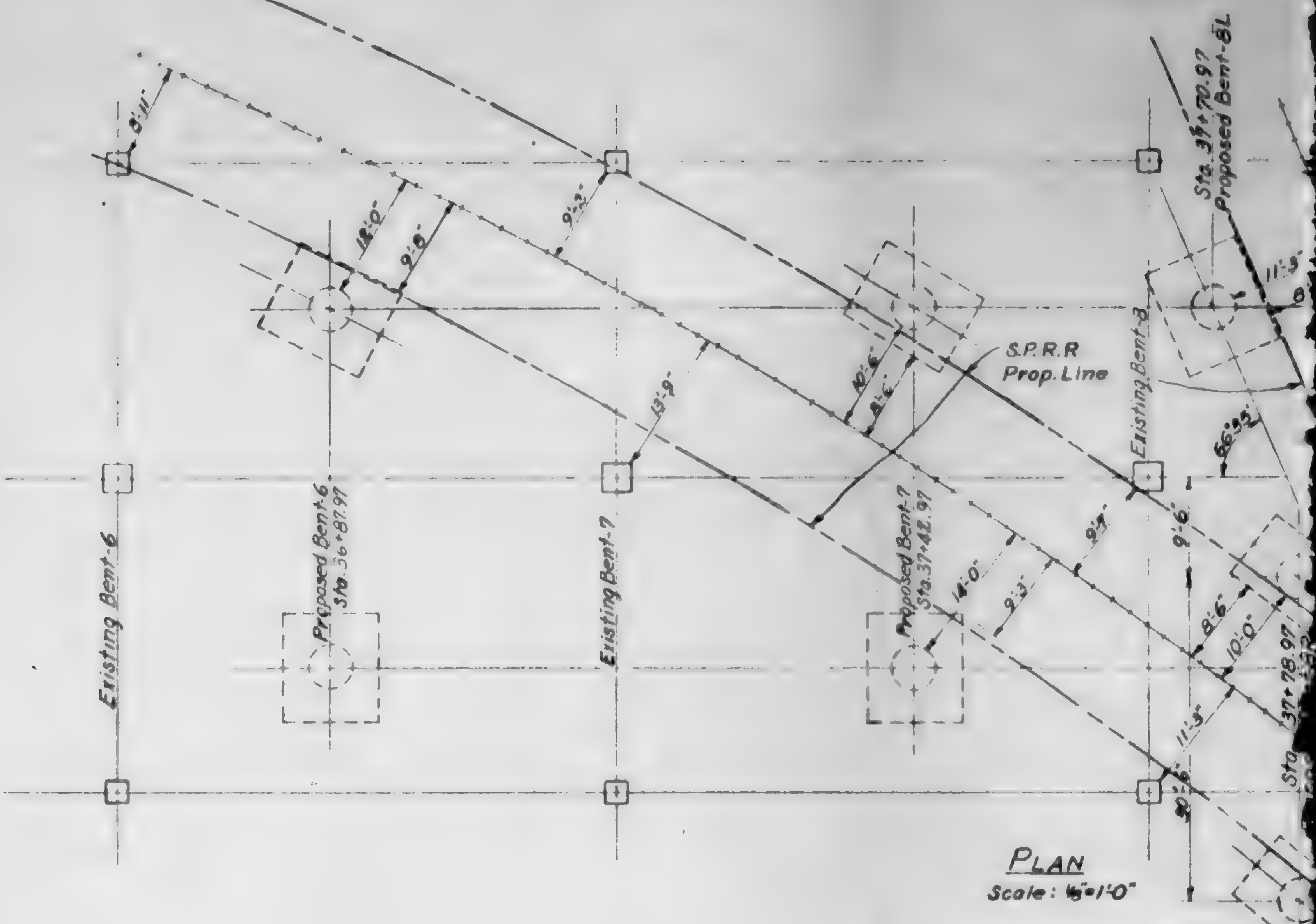
BENT-8 (RIGHT)
TRACK ①

APPROVED: BRIDGE ENGINEER	OREGON ST
DESIGNED T.J. Shike DRAWN C.R. Poole CHECKED REVIEWED REVIEWED CALC BOOK	So. 6th St

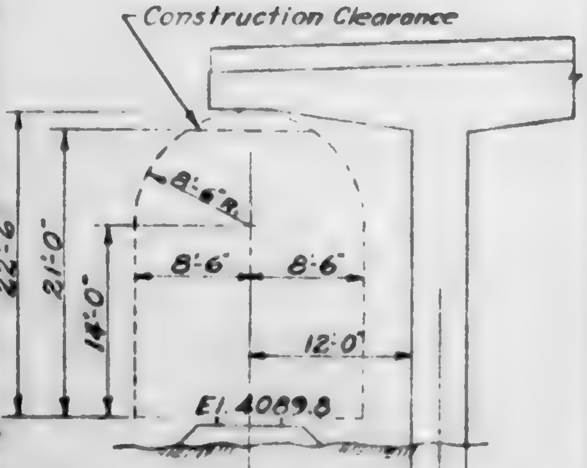
DATE	REVISION

CLEARANCE DI

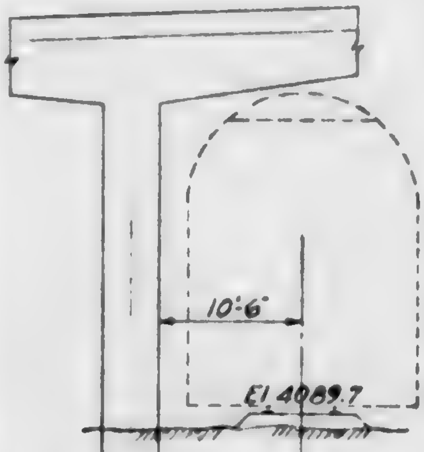
DATE Dec., 1975
BRIDGE NO. 3849


8'-11"
12'-0"
9'-8"
9'-3"
S.P.R.R
Prop. Line
10'-6"
8'-6"
13'-9"
Existing Bent-6
Proposed Bent-6
Sta. 36+87.97
Existing Bent-7
Proposed Bent-7
Sta. 37+42.97
14'-0"
9'-3"
9'-7"
Existing Bent-8
Sta. 37+70.97
Proposed Bent-8L
11'-3"
66°35'
9'-6"
8'-6"
10'-0"
37+78.97
11'-3"
30'-6"
Sta.

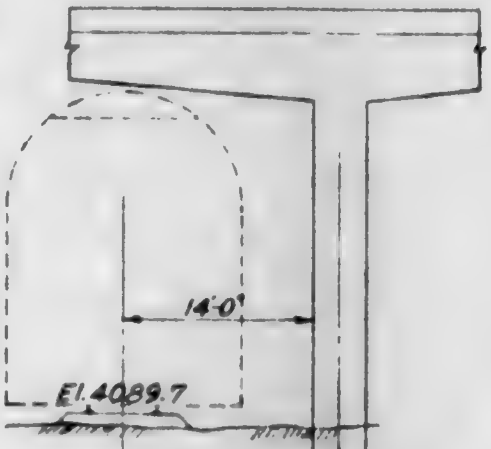
PLAN
Scale: 1/8"=1'-0"


Construction Clearance
22'-6"
21'-0"
14'-0"
8'-6" R.
8'-6"
8'-6"
12'-0"
El. 4089.8
9'-8"
El. 4080

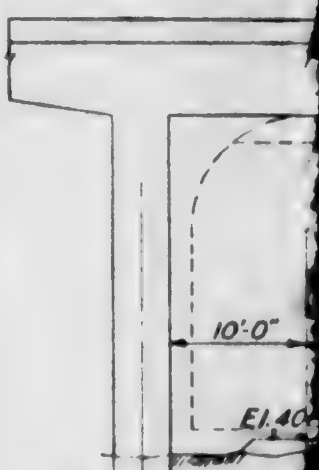
BENT-6 (LEFT)
TRACK ①


10'-6"
El. 4089.7
8'-6"

BENT-7 (LEFT)
TRACK ①


14'-0"
El. 4089.7
9'-5"

BENT-7 (RIGHT)
TRACK ①



BENT-8 (R
TRACK ①

The followi enumerated page(s) have been omitted om this application because no response to the questions and/or information requested thereon is required in this matter: p 4 thru p 11 and p 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 13th day of January, 1976.

E S Hunter
(Applicant)

(Attorney)

I, E S Hunter, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

E S Hunter

STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 13th day of January 1976

(Notary Public for Oregon)

My Commission Expires: 12-12-76

Form AX-1/75
Signature Page

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: Not applicable in this case where an existing separated crossing is being altered.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This project is an alteration of an existing separated crossing.

41. Other items of construction and cost distribution:

* * *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

27. Is a temporary crossing at grade necessary during the construction period?

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______________________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______________________________

____

Route B: ______________________________

____

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Company

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Company

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Oregon State Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing):

As shown on drawing Nos. 31101 and 31125

18. Who will pay for id maintenance?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ____________

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

____

____

____

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ____ (yes/no)

If no, please give reasons why attenuators are not necessary:

____

____

____

21. Who will construct the structure?

a. Oregon State Highway Division

b. ______________________________

7. Describe the project in detail (including its purpose):

The project consists of replacing Spans 1 through 9 including the substructure and replacing the deck only of Spans 10 through 15. The purpose is to replace the portions of the existing structure that have deteriorated in structural quality.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? The existing deck and crossbeams are in very poor condition and require replacing to maintain public safety.

9. Is the crossing involved (to be) a separated crossing? Yes

---

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ___________

If no, why not? ___________

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: ___________

IMPORTANT: PLEASE READ [illegible]TE AT BOTTOM OF PRECEDING PAGE BEFO[illegible]COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon State Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

763.030
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 429.10

City Klamath Falls

Nearest railroad station Klamath Falls

County Klamath

The proposed project is to be in the NE 1/4 of the SW 1/4 of Section 33, Township 38S, Range 9E, W. M.

4. Name of public highway involved in this project:

Klamath Falls-Lakeview

Name of public authority with jurisdiction over this highway:

Oregon State Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Cascade Mainline
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. City of Klamath Falls
c. Klamath County
d. Pacific Northwest Bell
e. Pacific Power and Light
f.

Have you served each of these parties with a copy of this application?

No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ______________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

PUC Docket No. SXF ________

PUC Crossing No. CF429.10-A

DOT-AAR Crossing No. 748 938 G

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon (name of applicant)

____

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Klamath Falls-Lakeview Highway (name of street or highway)

and Southern Pacific Transportation Co. (name of railroad company),

Cascade Mainline (name of railroad main or branch line or other trackage),

in (in/near) Klamath Falls (name of city/town/rail station), Klamath (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $________

☒ Federal-Aid Highway System funds.*
Federal Aid Highway Act of 1973

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

857 9

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 16, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Bldg.
Salem, OR 97310

RE: PUX 1034

Dear Mr. Astle

Enclosed is an original and nine copies of the Application of the Department of Transportation, Highway Division, in the above subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Klamath County, one copy for service upon the City of Klamath Falls, one copy for service upon Pacific Northwest Bell, one copy for service upon Pacific Power and Light, and three copies are for use by your office.

The Highway Division plans to receive bids on March 25, 1976, for this project with two alternates. Alternate 1 includes replacement of the deck only in all spans plus repair to the crossbeams at bents 4, 7 and 10. Alternate 2 includes complete replacement of the structure in spans 1 through 9 and repair to the crossbeam at bent 10. Depending on the amount bid, the Highway Division may elect to use Alternate 2 and, in that case, the permit applied for herewith will be required. If the Highway Division uses Alternate 1, the work can be done under the terms of the Highway Division's existing agreement with the Railroad and a PUC permit would not be required.

Very truly yours
ORIGINAL SIGNED BY
JACK L. SOLLIS
JACK L. SOLLIS
Assistant Attorney General

enclosures
cc - F. B. Klaboe ✓
E. S. Hunter
Walt Hart
C. M. Williams (2)
C. T. Keasey
D. N. Harwell
J. E. Chidsey

NOTED
H.S. COULTER

RECEIVED
JAN 19 1976
Office of
Assistant State Highway ... eer

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
MARIE STEPHENS

Mr. Gunter has recommended that the existing raised median be eliminated to facilitate snow removal. You have adopted his request but we suggest that you give further consideration to installing a GM-type barrier on this structure. The bridge has both lateral and longitudinal grades on a curved alignment which promotes slipping and sliding in the winter. We believe that although a barrier might be detrimental to snow removal, it would certainly be a safety asset.

In addition to a median barrier we also suggest that you consider sidewalk barriers to improve the safety and convenience of the pedestrians. Our observations have been that the sidewalks are subject to much spray and collect all the debris from the roadway.

The support data for the submission indicates that you propose to cut 4" down into all concrete girders to remove possibly poor concrete. We have no evidence that the work is necessary and believe that stopping at the top of the girders would be adequate as well as considerably less expensive.

It is also indicated that the rail and light poles are to be removed and salvaged. Appropriate credits for this material will have to be made.

In addition, you propose to use imported aggregates for this work. We cannot go along with this without further justification. You have constructed numerous structures in the Klamath Falls area since this project which appear to be serving satisfactorily. If the aggregates are bad in this area, it would seem appropriate to use imported aggregates for all future concrete work.

In view of the high cost of this structure, we would like you to furnish us with a detailed cost estimate for the work.

For G. L. Green

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

JAN 21 '76
REFER TO

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 19, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project US-31(1)
South 6th Street Overcrossing Southern
Pacific Railroad - Bridge No. 3849B

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated December 19, 1975, transmitted preliminary plans for this structure. It is proposed to ask for alternate bids:

Alternate I would be to remove and replace the deck, walks, median, and curbs on the entire bridge, along with some substructure work.

Alternate II would be to remove and replace the deck section only on the steel spans and to entirely replace the approach structures.

It is proposed to take bids on both alternates with the understanding that Alternate II would be done if it did not cost more than $300,000 more than Alternate I.

We concur that the South 6th Street Viaduct is in need of immediate repair and steps should be taken immediately to at least replace the damaged deck. Your comments and our observations support this position.

However, Federal funds are to be used to provide a long-lasting, safe, adequate structure at a minimum cost. It appears from your submission that rehabilitation of the existing structure, along with replacement of the salt damaged deck will adequately remedy the situation. Inasmuch as this appears to be an adequate solution, we can not participate in the total replacement of the substructure because it only costs $300,000 more. If rehabilitation is not feasable or would not result in an adequate, long-lasting structure, we would have to go with the more expensive replacement alternate.

We have reviewed your plans and have several comments. The roadway geometrics provide the minimum widths necessary for roadways having curbed sections. We believe the town side of the structure is a curbed section, but we are not too sure about the easterly end. The roadway widths are acceptable for the deck replacement alternate. If you were to rebuild the bridge we would like to consider widening for safety.

N O T E S

1. DRAINAGE AND EROSION CONTROL:

(a) To prevent embankment material from sloughing, and drainage waters from undermining track subgrade, embankment slopes adjacent to tracks shall be paved with concrete around the curved face to a line opposite the abutment, and self cleaning paved ditches shall be provided to carry waters through the overpass area and disperse them away from the track. These paved slopes and ditches shall be provided at all overpass structures in desert areas, those subject to blowing and drifting sand, and all others where the terrain is such that a build-up of drainage water and flows along the track may be anticipated. Where slopes are not paved, they shall be no steeper than 2 to 1.

(b) Concrete ditches to be Class B, P.C.C., 4" min. thick. The dimensions of ditches shown are minimum for locations where expected flows along track are not heavy. The size of ditches will vary depending upon the terrain, and should be designed in accordance with good drainage engineering practices.

(c) Drainage plans shall be included with general plans for overpass structures submitted by public agencies to the railroad company for approval. If paved slopes and ditches are not included, the covering letter shall explain why they are considered unnecessary.

2. PERMANENT CLEARANCES:

(a) Wherever practicable, overpass structures shall be designed to locate all piers and abutments outside of railroad right of way. Permanent clearances as shown are minimum, and greater clearances are preferred when they can be obtained without undue additional expense.

(b) All piers shall be located beyond outer edges of ditches at toe of slopes; however, where special conditions make this impracticable, the side clearances to piers may be reduced provided adequate drainage facilities are furnished outside of piers, and explanation of such special conditions is submitted along with drainage plans for approval by the railroad company.

(c) Because of the required minimum temporary construction clearances to forms, falsework, etc. specified in Note 3 below, ordinarily it is not possible to construct piers with a permanent side clearance of 10'-0" or 11'-0" from center line of track to face of pier, as shown in "Section Away from Slopes". A greater clearance is usually necessary, the distance depending upon the method of construction, unless the track is out of service or can be shifted away from pier during construction.

3. TEMPORARY CONSTRUCTION CLEARANCES:

(a) The following criteria for the use of falsework supporting deck construction adjacent to operating rail lines of the various categories shall be used as general guidelines, subject to deviation only upon the approval of the railroad's Chief Engineer-System:

CATEGORY A - Lines with heavy passenger traffic (San Francisco - San Jose is only line presently in this category).

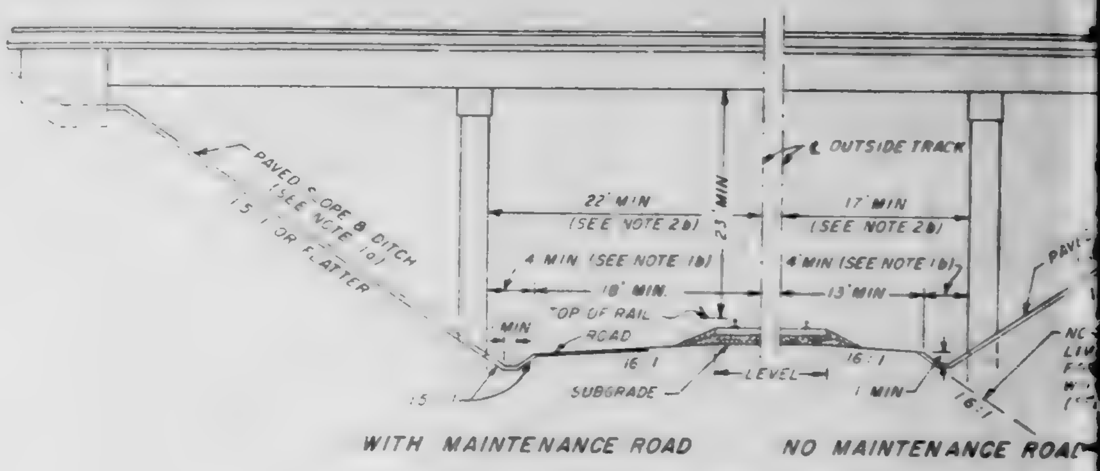
No falsework of any kind. No cast in place girders. Precast girders erected on permanent bent caps preferred.

CATEGORY B - Heavy traffic freight lines, with or without passenger trains.

Minimum horizontal clearance of 14 feet from center line of nearest track to falsework. Temporary collision posts set in 6 feet of concrete and extending not less than 16 feet above top of rail shall be installed on both sides of the bent and located 10 feet clear of the center line of track approximately 100 feet in advance of falsework. Falsework to be sheathed solid on the side adjacent to track between 3 and 17 feet above top of rail elevation. Collision posts and sheathing shall not be required for lines in this category if horizontal clearances to falsework is 18 feet or greater.

CATEGORY C - Lightly used freight lines, drill, yard tracks.

Minimum horizontal clearance of 10 feet from center line of nearest track to falsework. Other criteria same as Category B except that collision posts and sheathing shall not be required if horizontal clearance is 14 feet or greater.



MINIMUM SECTION NEXT TO SLOPES

3. TEMPORARY CONSTRUCTION CLEARANCES (Continued)

(b) The following minimum temporary construction clearances shall be maintained for placement above top of rail of materials other than falsework (covered in Note 3(a) above), such as piled or stored materials, parked equipment, placement or driving of piles, placement of forms, bracing or other construction supports:

10'-0" horizontally from center line of nearest tangent track
or
11'-0" horizontally from center line of curved track.
22'-0" vertically above top of highest rail.

Any proposed temporary clearances less than these must be submitted to the railroad company for review and approval prior to construction, and must also be authorized by the utility regulatory body of the state if less than clearances legally prescribed.

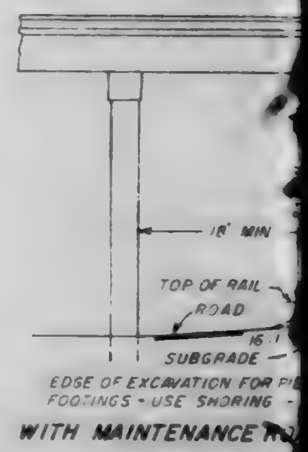
(c) Excavations for pier footings without shoring of track roadbed shall not be made closer than the limit line shown with slope of 1.6 to 1 starting at subgrade 13'-0" from center line of track. Excavations closer than this sloped limit shall not be undertaken without prior approval by railroad of plans for shoring of track roadbed, and in any instance shall not be approved closer than 8'-6" horizontally from center line of track to near edge of excavation.

(d) Walkways with railings shall be constructed in accordance with plans approved by railroad over open excavation areas adjacent to tracks within normal roadbed, and railings shall not be closer than 8'-6" horizontally from center line of tangent track or 9'-6" from curved track.

(e) Plans and calculations covering all falsework, shoring, excavation supports, etc. adjacent to railroad tracks, which have been certified to be complete and satisfactory by the public agency, shall be submitted to the railroad's Chief Engineer-System for approval before construction is begun.

4. DRAWING REFERENCES:

(a) For details of standard track roadbed and ballast see drawing C.S. 500 for main line single track, C.S. 520 for main line double track, C.S. 513 for branch lines and sidings, and C.S. 515 for drill, spur and yard tracks. Note references on these drawings to special ballast and roadbed sections required to provide walkways adjacent to switches and tracks where trainmen are required to work on the ground.



MINIMUM SECTIO

SOUTH
CO

OVERPAS
DRAINA

NO SCALE

NOTES

AGE AND EROSION CONTROL:

To prevent embankment material from sloughing, and drainage waters from undermining track subgrade, embankment slopes adjacent to tracks shall be paved with concrete around the ved face to a line opposite the abutment, and self cleaning aved ditches shall be provided to carry waters through the overpass area and disperse them away from the tracks. These paved slopes and ditches shall be provided at all overpass tructures in desert areas, those subject to blowing and drifting and, and all others where the terrain is such that a build-up of drainage water and flows along the track may be anticipated. here slopes are not paved, they shall be no steeper than 2 to 1.

ncrete ditches to be Class B, P.C.C., 4" min. thick. The imensions of ditches shown are minimum for locations where expected flows along track are not heavy. The size of ditches ill vary depending upon the terrain, and should be designed n accordance with good drainage engineering practices.

rainage plans shall be included with general plans for overpass ructures submitted by public agencies to the railroad company approval. If paved slopes and ditches are not included, the ering letter shall explain why they are considered unnecessary.

ENT CLEARANCES:

erever practicable, overpass structures shall be designed to cate all piers and abutments outside of railroad right of way. rmanent clearances as shown are minimum, and greater clearances re preferred when they can be obtained without undue additional xpense.

l piers shall be located beyond outer edges of ditches at toe slopes; however, where special conditions make this impracticable, he side clearances to piers may be reduced provided adequate rainage facilities are furnished outside of piers, and explanaion of such special conditions is submitted along with drainage ans for approval by the railroad company.

cause of the required minimum temporary construction clearances forms, falsework, etc. specified in Note 3 below, ordinarily it not possible to construct piers with a permanent side clearance 10'-0" or 11'-0" from center line of track to face of pier, as own in "Section Away from Slopes". A greater clearance is sually necessary, the distance depending upon the method of construction, unless the track is out of service or can be shifted ay from pier during construction.

ARY CONSTRUCTION CLEARANCES:

e following criteria for the use of falsework supporting deck onstruction adjacent to operating rail lines of the various ategories shall be used as general guidelines, subject to eviation only upon the approval of the railroad's Chief gineer-System:

ATEGORY A - Lines with heavy passenger traffic (San ancisco - San Jose is only line presently in this category).

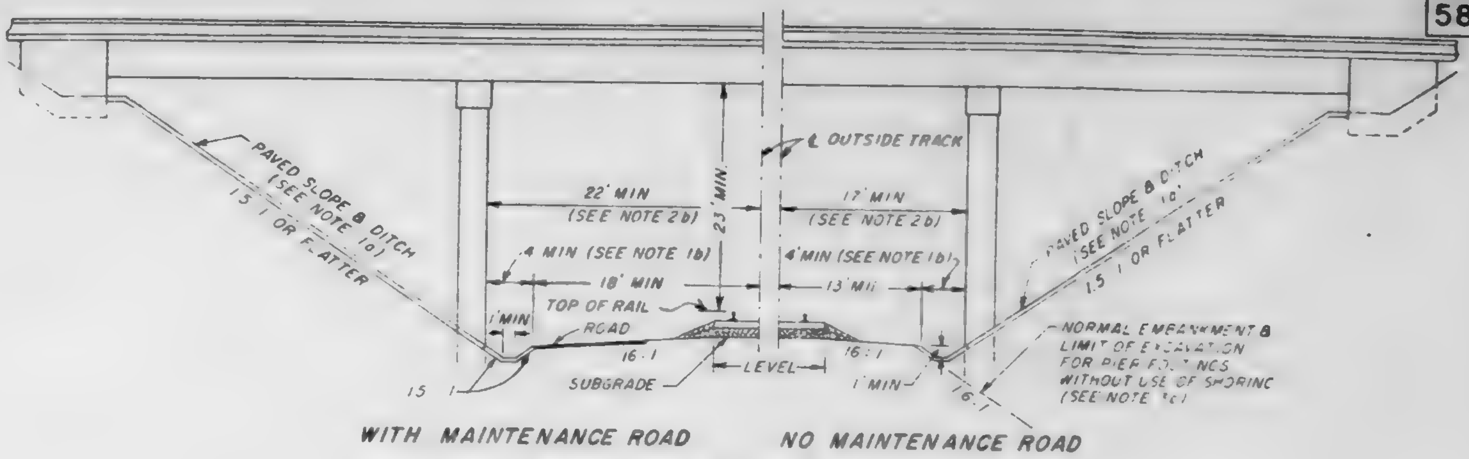
No falsework of any kind. No cast in place girders. Precast girders erected on permanent bent caps preferred.

ATEGORY B - Heavy traffic freight lines, with or without senger trains.

Minimum horizontal clearance of 14 feet from center line of nearest track to falsework. Temporary collision posts set in 6 feet of concrete and extending not less than 16 feet above top of rail shall be installed on both sides of the bent and located 10 feet clear of the center line of track approximately 100 feet in advance of falsework. Falsework to be sheathed solid on the side adjacent to track between 3 and 17 feet above top of rail elevation. Collision posts and sheathing shall not be required for lines in this category if horizontal clearances to falsework is 18 feet or greater.

TEGORY C - Lightly used freight lines, drill, yard tracks.

Minimum horizontal clearance of 10 feet from center line of nearest track to falsework. Other criteria same as Category B except that collision posts and sheathing shall not be required if horizontal clearance is 14 feet or greater.



MINIMUM SECTION NEXT TO SLOPES

3. TEMPORARY CONSTRUCTION CLEARANCES (Continued)

(b) The following minimum temporary construction clearances shall be maintained for placement above top of rail of materials other than falsework (covered in Note 3(a) above), such as piled or stored materials, parked equipment, placement or driving of piles, placement of forms, bracing or other construction supports:

10'-0" horizontally from center line of nearest tangent track
or
11'-0" horizontally from center line of curved track.
22'-0" vertically above top of highest rail.

Any proposed temporary clearances less than these must be submitted to the railroad company for review and approval prior to construction, and must also be authorized by the utility regulatory body of the state if less than clearances legally prescribed.

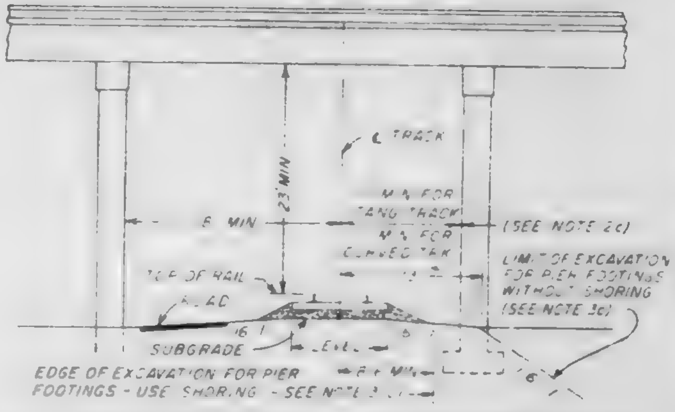
(c) Excavations for pier footings without shoring of track roadbed shall not be made closer than the limit line shown with slope of 1.6 to 1 starting at subgrade 13'-0" from center line of track. Excavations closer than this sloped limit shall not be undertaken without prior approval by railroad of plans for shoring of track roadbed, and in any instance shall not be approved closer than 8'-6" horizontally from center line of track to near edge of excavation.

(d) Walkways with railings shall be constructed in accordance with plans approved by railroad over open excavation areas adjacent to tracks within normal roadbed, and railings shall not be closer than 8'-6" horizontally from center line of tangent track or 9'-6" from curved track.

(e) Plans and calculations covering all falsework, shoring, excavation supports, etc. adjacent to railroad tracks, which have been certified to be complete and satisfactory by the public agency, shall be submitted to the railroad's Chief Engineer-System for approval before construction is begun.

4. DRAWING REFERENCES:

(a) For details of standard track roadbed and ballast see drawing C.S. 500 for main line single track, C.S. 520 for main line double track, C.S. 513 for branch lines and sidings, and C.S. 515 for drill, spur and yard tracks. Note references on these drawings to special ballast and roadbed sections required to provide walkways adjacent to switches and tracks where trainmen are required to work on the ground.



MINIMUM SECTION AWAY FROM SLOPES

C.S.
582

SOUTHERN PACIFIC LINES
COMMON STANDARD

OVERPASS CLEARANCE AND DRAINAGE REQUIREMENTS

NO SCALE
ISSUED AUG. 30, 1974

Your original letter request cost involved, considering that this project would take place during two construction seasons. Not knowing exactly how long the work would commence each year we would supply an Engineer Inspector with headquarters at Dunsmuir, California at the present rate of $1,325 per month with full expenses and mileage at 18 cents for the first thousand miles and 17 cents thereafter. We would also anticipate using a pilot conductor for flagging during installation of demolition staging, demolition and any other time deemed necessary for the safety of our trains, at the cost of $48.49 per day. As we cannot anticipate the exact time involved for either of the personnel involved, we will leave this matter up to you to estimate for your purposes.

If you need further information along these line, please advise.

Yours truly,

J. W. Ferguson

R.L. Schroeder
XC: W.J. Hart.
J.L. Sollis
J.B. Boyd
C.M. Williams

NOTED
J. E. CHIDSEY

S-2660

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

January 22, 1976

IN REPLY PLEASE REFER TO
331-145

Mr. J. E. Chidsey, PE
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Acknowledge your letters of December 19, 1975 and January 14, 1976, relative South Sixth Street Overcrossing of Southern Pacific Transportation Company in Klamath Falls.

This will confirm conversations with Mr. R. L. Johnston of our Engineering Department relative the preliminary plans of alternatives 1 and 2 of your first letter, in which certain clearances under alternative 2 in the vicinity of proposed bents 6, 7 and 8 were not in accordance with our standard clearances concerning footings and columns. You were provided, at a recent meeting in our office, with a copy of our CS-582, issued August 30, 1974. Another copy is attached for your records. At that time, it was agreed that alternative 2, in its present form, would not be acceptable.

The revised plans, submitted with your letter of January 14, have been reviewed and alternative 2 appears to be the more acceptable of the two alternatives from our standpoint with the revised clearances. We will recommend this alternative to our people in San Francisco as creating the least inconvenience to us in the reconstruction of this structure.

It appears as though you have access into the structure for work on bents 1 through 9 and 14 through 16 from existing roadways. You have pointed out that it is anticipated oneway traffic will be maintained on half of the structure while the other half is being repaired over our tracks and that you are planning on the work to take place being done from the structure. You have not requested any crossings of our track or work areas to do this work from the track area; therefore, your Construction Department should be made aware that their work will have to be done from the existing structure under traffic, which will no doubt cause traffic blockages on the remaining one-half of the structure. This work, of course, is on spans 10, 11 and 12.

RECEIVED
JAN 26 1976
Office of
Assistant State Highway Engineer

When the deck is removed, some bad concrete will undoubtedly be found at the juncture of the deck and beams requiring removal of some beam concrete. We agree that calling for the removal of the top 4 inches is excessive and will be changed to 1 inch below the top of the beams and if additional removal is required to obtain solid concrete, it will be paid as extra work.

The rail and light poles are 20 years old and have no appreciable salvage value.

Instead of calling for imported aggregate we will write a specification for the aggregate which will allow the use of local aggregate if it meets the specification.

The detailed estimates for Alternates 1 and 2 are attached. This does not include the illumination or grading and paving.

We have revised the limits for the entire structure replacement in Alternate 2 and now plan to rebuild only the west approach spans 1 through 9 and redeck the remaining spans 10 through 15. Upon further study it was decided the cross beam at bent 13 did not need to be rebuilt if the deck only is replaced. Reconstruction of the cross beam at bent 13 would be necessary if the east approach were rebuilt. The railroad objected to closing the tracks on each side of bent 13 which would be necessary if the cross beam was rebuilt.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT/ag (Attach.)
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. M. Williams
C. G. Swenson

RECEIVED
ATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info Inves R/D D.R Sign Act File

1338

File BR 3849B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Your File 1041BR.1

January 28, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

So. 6th St. Oxing of SPRR
Klamath Falls-Lakeview Highway
Oregon Project US-31(1)

We have reviewed the comments in your January 19, 1976 memorandum.

The condition of the existing longitudinal beams and substructure is satisfactory and Alternate 1, new deck and repair of the cross beams, will provide an adequate structure. Alternate 2, replacing the entire west approach spans would provide a better structure and could cost no more than Alternate 1. We therefore propose to bid both alternates and reserve the right to accept Alternate 2.

The roadway on each side of the bridge is curbed with the same roadway width as the existing structure. Both alternates call for redecking the steel spans which will control the roadway width to the existing width.

We have checked with the region and they definitely oppose a raised median or barrier. There is also the problem of beginning and ending the barrier without creating a hazard. The region also opposes a barrier between traffic lanes and walk. This is in agreement with our present policy of providing a barrier only on a high speed highway. The region said that spray and debris from the roadway on the sidewalk is not a problem.

8338

13

BLG:ljt

January 30, 1976

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT Finance Approval

The following are projects not in the Six-Year Construction Program that need finance approval for contracting.

SECTION	FUNDING	AMOUNT	REMARKS
NE Union Ave-NE 82nd Ave., Col. Riv. Hwy., Mult. Co.: Glare Screening	FAU	$ 220,100	Accident Prevention
Pac. Hwy. E. O'xing-N. Col. Blvd., Pac. Hwy. Mult. Co.: Signing	FAI	80,000	Completion Previous Work
Garden Valley Blvd. Int., Pac. Hwy., Douglas Co.: Grade, Pave	FAI	270,500	Safety Intchge. Revision
So. 6th St. RR O'xing (K. Falls), K.Falls-Lakeview Hwy., Klamath Co.	FAU	1,900,000	Deck Repair

orig. comm 5-1

The above projects are either final stages of previous work or specialized work not previously anticipated.

Your approval is recommended and the matter will be on the agenda for your consideration at the February meeting.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Ed Hardt
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
J. H. Versteeg
Alfred Shirley
George Bell
E. S. Hunter
V. E. Skoog
R. N. Bothman

8338

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 9, 1976

Salem, Oregon

FILE: BR 3849B

NOTED
E. S. HUNTER

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Walter Barrie
Chief Counsel

Attention Mr. Jack Sollis

SUBJECT:

S. 6th St. Oxing of SPRR
S. 6th St. RR Oxing (K. Falls) Sec.
Klamath Falls-Lakeview Highway
Supplemental PUC Application

On January 12, 1976, we sent to you a completed application for a PUC Permit for the subject structure. This application covered Alternate 2 which included complete replacement of the structure in Spans 1 through 9 and replacement of the deck in the remaining spans.

It was assumed that Alternate 1 which included only replacement of the deck for the entire structure and repair of three cross beams could be done under the terms of our existing agreement with the railroad and a PUC Permit would not be required. We now understand that since impaired railroad clearances will be required during the construction of Alternate 1, a PUC Permit for that alternate would also be required.

The call for bids will require that the contractors submit bids on both Alternate 1 and Alternate 2 and the Highway Division will select the alternate most beneficial to the State.

In order that a PUC Permit may be available no matter which alternate is chosen, a supplemental PUC application for Alternate 1 is attached.

Also enclosed are fifteen prints of Drawings Nos. 31124 and 31128 which are the vicinity map and plan and elevation respectively. Copies of these drawings are being sent to the Southern Pacific Transportation Co. for approval.

Upon receipt of bids for the project and selection of the alternate to be used, the PUC Permit for the unused alternate will be canceled.

Please make formal application to PUC for an order for Alternate No. 1.

RWE/ag
Attachs.
cc E. S. Hunter
Carl Williams w/encl.
J. Chidsey

RECEIVED
STATE HWY ENGR
FEB 10 '76
REFER TO

SPEE
3

(6) The Spring Street on-ramp (eastbound) should be stopped during all construction stages. This merge situation is troublesome enough during normal periods, and would surely cause trouble during the construction stages.

(7) The easterly configuration is considerably different than that shown on the plans. There is a full left-turn refuge at the intersection of Adams Street. Adams Street, to the south is a dead end into Concrete Products, Inc., (CPI) and a Datsun dealership. However, this short street generates a great deal of traffic.

(8) The OC & N Railroad spur east of Adams Street no longer exists.

JEH:mr

enclosure

8536

20

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Bend, Oregon 97701
February 12, 1976

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: South Sixth Street RR O'Xing
Klamath Falls
Klamath Falls-Lakeview Hwy
Prefix 18-1413

Herewith please find a set of preliminary plans showing proposed temporary protection and direction of traffic on the subject project. Region comments are listed as follows.

(1) We tried using cones during the recent exploration project. They proved to be very impractical and costly. Therefore, we propose to use type II barricade at the diversion points. This barricade should be lighted with 25-watt orange bulbs. The extreme diversion points will remain the same throughout all stages of construction.

The traffic lanes would be separated by a double solid stripe placed by State forces. Upon completion of stage work, contractor should remove all temporary stripes by sandblasting.

The two-way traffic sign (W6-3, 48" x 48") would be placed at or near the start of the two-way section.

(2) The present couplet system is located on Fifth and Sixth Streets. Fifth Street is eastbound, towards the project, and Sixth Street is westbound, away from the project. (See Main St.-Broad St. Section, As Constructed).

(3) There is an existing railroad spur track crossing Sixth Street between Commercial Street and Broad Street.

(4) We propose to close the south end of Broad Street. This was done during the recent exploration project with success and no complaint from the public.

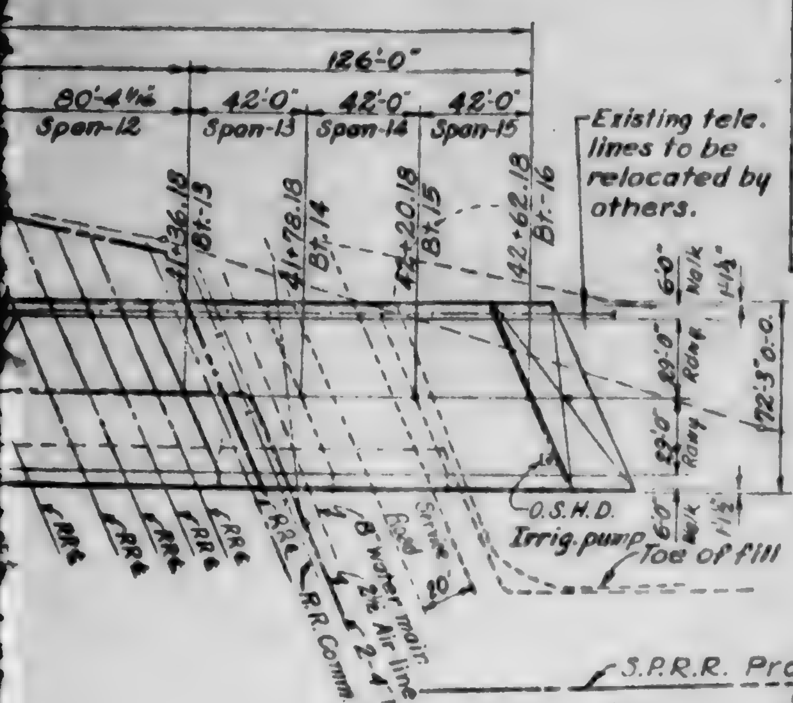
✓ (5) Leave in the section of raised (curbed) media adjacent to the spur track crossing between Broad and Market Streets. The railroad crossing signals are located in this median and if we have to adjust them, it will lead to additional problems. (See attached polaroid picture.)

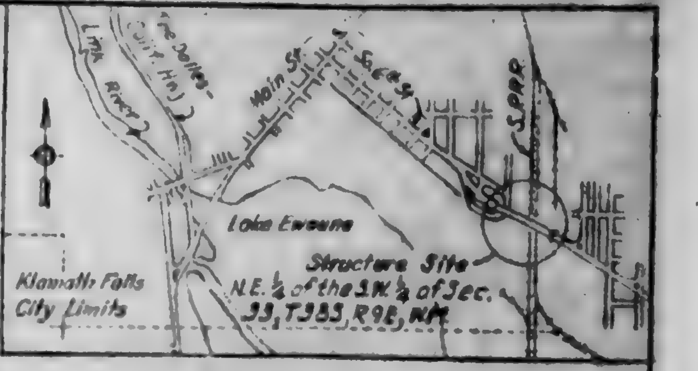
REFERRED TO
2 Beard WKB ____ Read ____
1 Cole WKG ____ Semple ____
____ Eriksen ____ Watson ____
____ Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Torpin ____
____ Scott ____
____ Swenson ____
____ Anderson ____
____ Trout ____

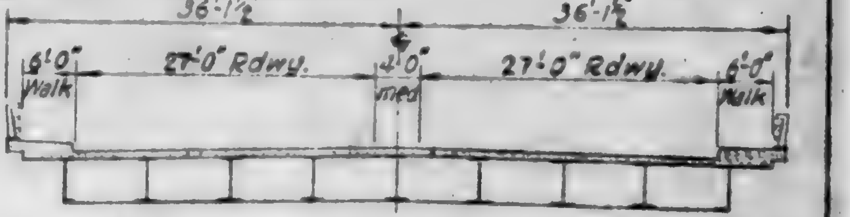
RECEIVED
FEB 13 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

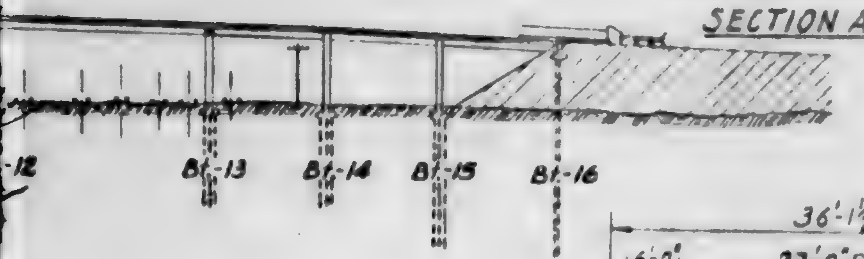

126'-0"
80'-4½"
Span-12
42'-0"
Span-13
42'-0"
Span-14
42'-0"
Span-15
41+36.18 Bt-13
41+78.18 Bt-14
42+20.18 Bt-15
42+62.18 Bt-16
Existing tele. lines to be relocated by others.
6'-0" Walk
29'-0" Rdwy.
4'-0"
29'-0" Rdwy.
6'-0" Walk
72'-3" O-O.
18" C.I. Pipe
Sanitary sewer
O.S.H.D. Irrig. pump
Toe of fill
E.R.R.
8" water main
2½" Air line
2-4" Messenger tubes
R.R. Comm. lines
Service Road
20'
S.P.R.R. Prop. Line

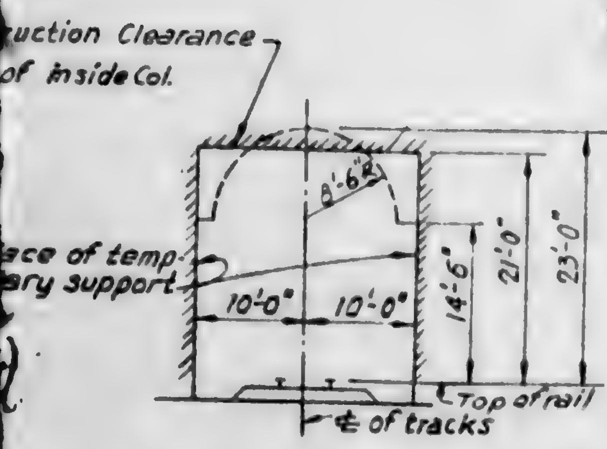

Link River
The Dalles Calif. Hwy.
Main St.
So. 6th St.
S.P.R.R.
Lake Ewauna
Klamath Falls City Limits
Structure Site N.E.¼ of the S.W.¼ of Sec. 33, T38S, R9E, W.M.

VICINITY MAP

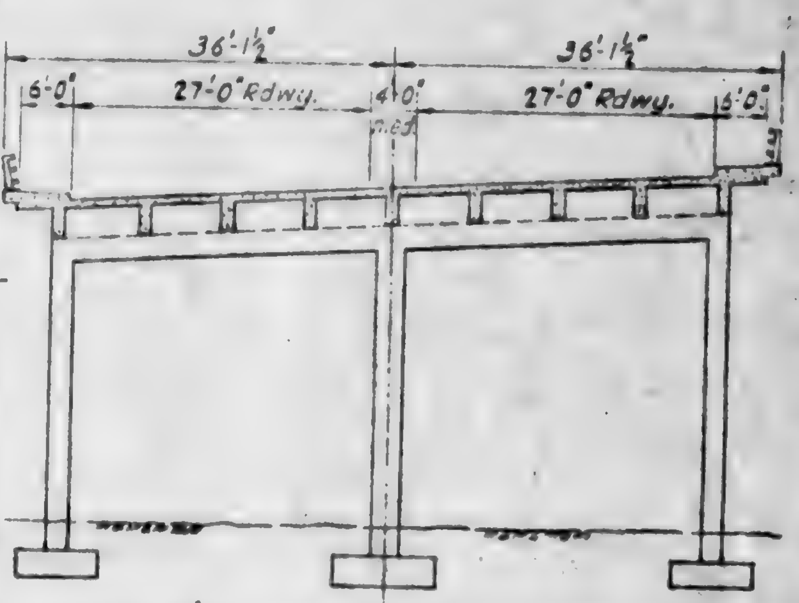

36'-1½"
36'-1½"
6'-0" Walk
27'-0" Rdwy.
4'-0" Med.
27'-0" Rdwy.
6'-0" Walk

SECTION AT STEEL SPAN - DECK REPLACEMENT


Bt-12
Bt-13
Bt-14
Bt-15
Bt-16


Construction Clearance of inside Col.
8'-6½"
Face of temporary support
10'-0"
10'-0"
14'-6"
21'-0"
23'-0"
Top of rail
℄ of tracks

TYP. CLEARANCE DIAGRAM FOR TEMPORARY SUPPORT Ⓐ

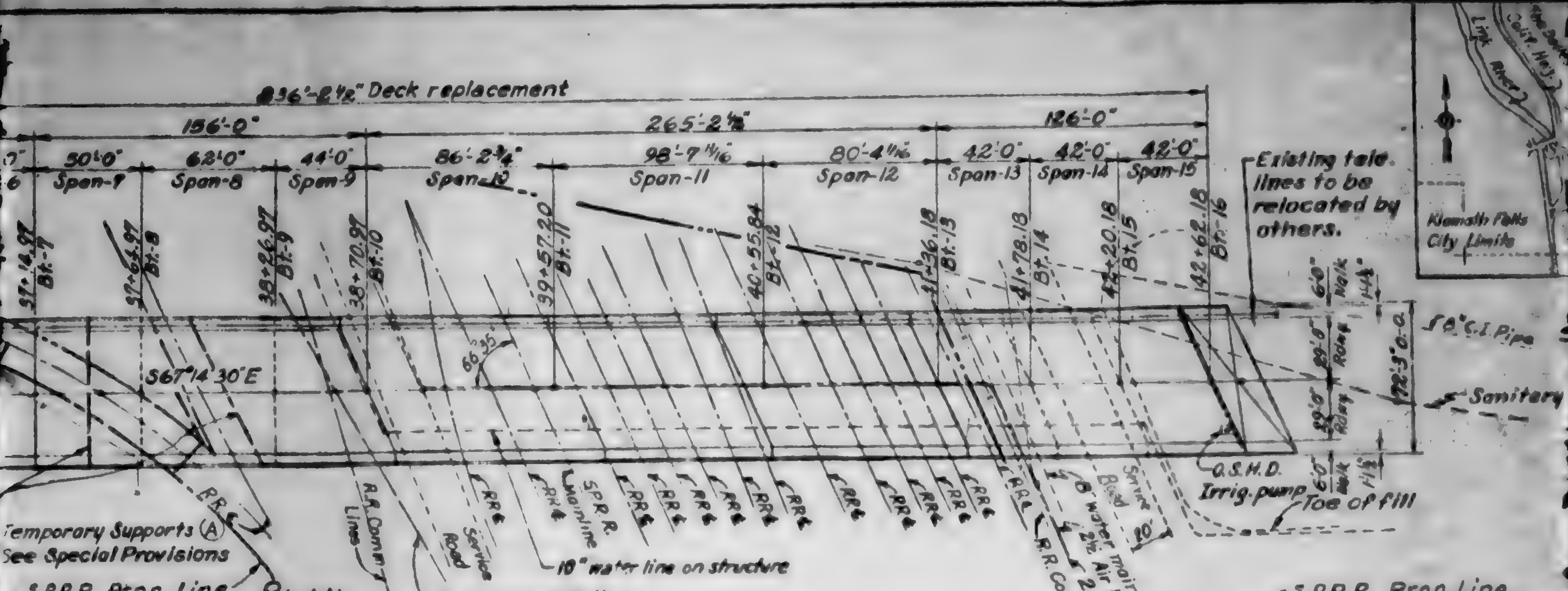

36'-1½"
36'-1½"
6'-0"
27'-0" Rdwy.
4'-0" Med.
27'-0" Rdwy.
6'-0"

TYP. SECTION AT CONCRETE GIRDER SPANS

ALTERNATE 1

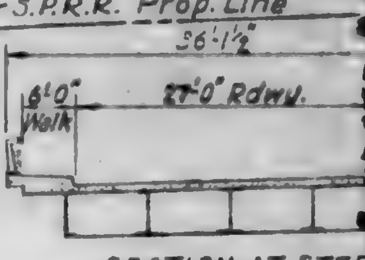
DECK REPLACEMENT & CROSSBEAM REPAIR

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	So. 6th St. Oxing of S.P.R.R. So. 6th St. Oxing of S.P.R.R. Section Klamath Falls-Lakeview Hwy-Kl. Co.
ASST. STATE HIGHWAY ENGINEER	Plan & Elevation
DESIGNED F.J.S. CHECKED DRAWN C.B.R. CAL. BOOK	DATE Oct. 1975 BRIDGE NO. 38498 ACCOMPANIED BY DWGS. SHEET 1 OF DRAWING NO. 31182

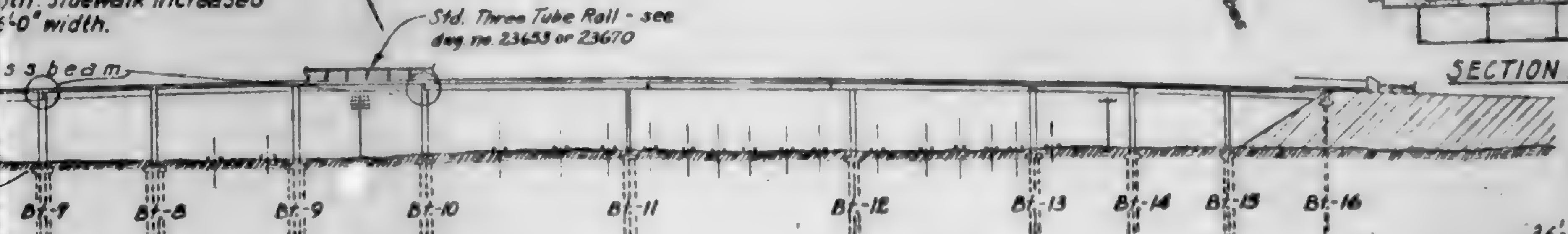

836'-2½" Deck replacement
156'-0"
265'-2⅛"
126'-0"
50'-0" Span-7
62'-0" Span-8
44'-0" Span-9
86'-2¾" Span-10
98'-7 11/16" Span-11
80'-4 1/16" Span-12
42'-0" Span-13
42'-0" Span-14
42'-0" Span-15
37+14.97 Bt-7
37+63.97 Bt-8
38+26.97 Bt-9
38+70.97 Bt-10
39+57.20 Bt-11
40+55.84 Bt-12
41+36.18 Bt-13
41+78.18 Bt-14
42+20.18 Bt-15
42+62.18 Bt-16
S67°14'30"E
66°35'
Existing tele. lines to be relocated by others.
Klamath Falls City Limits
Link River
6'-0" Walk
29'-0" Rdwy.
29'-0" Rdwy.
6'-0" Walk
72'-9" o-o
8" C.I. Pipe
Sanitary
O.S.H.D. Irrig. pump
Toe of fill
R.R. Comm. lines
Service Road
S.P.R.R. Mainline
R.R.
Sewer Blvd.
8" Water main
2½" Air line
2-4" Messenger tubes
R.R. Comm. lines
10" water line on structure
Overhead power line
Temporary Supports (A) See Special Provisions
S.P.R.R. Prop. Line
S.P.R.R. Prop. Line

PLAN
Scale: 1" = 40'-0"

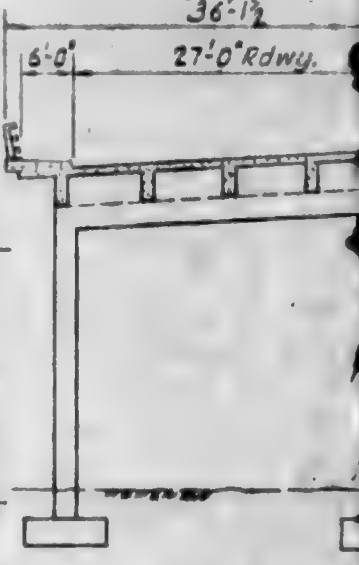
...posed structure on same ...nment as existing with ...e roadway width and ...gth. Sidewalk increased ...6'-0" width.

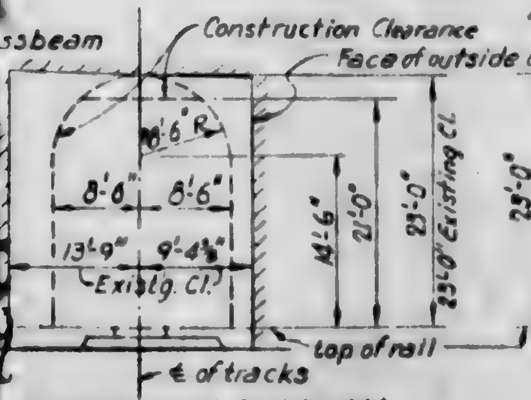

36'-1½"
6'-0" Walk
27'-0" Rdwy.

SECTION AT STEE

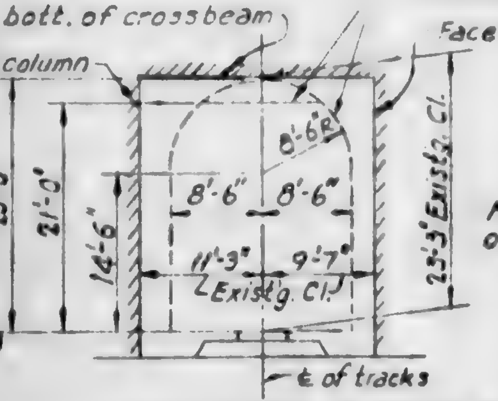

Std. Three Tube Rail - see dwg. no. 23653 or 23670
...ssbeam
Bt-7
Bt-8
Bt-9
Bt-10
Bt-11
Bt-12
Bt-13
Bt-14
Bt-15
Bt-16

ELEVATION
Scale: 1" = 40'-0"

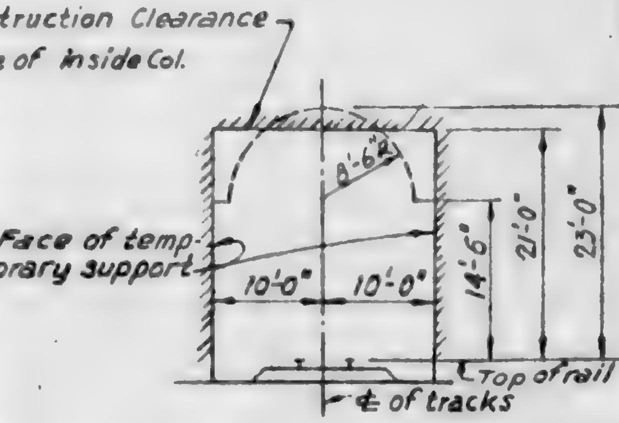

36'-1½"
6'-0"
27'-0" Rdwy.


...ssbeam
Construction Clearance
Face of outside column
8'-6" R
8'-6"
8'-6"
13'-9"
9'-4⅝"
Exist'g. Cl.
14'-6"
21'-0"
23'-0" Existing Cl.
top of rail
℄ of tracks

CLEARANCE DIAGRAM
BENT-7

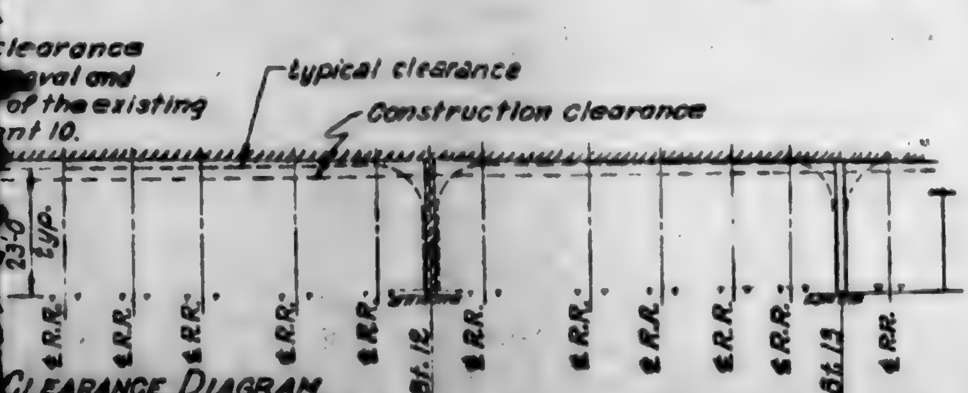

bott. of crossbeam
Construction Clearance
Face of inside Col.
8'-6" R
8'-6"
8'-6"
11'-3"
9'-7"
Exist'g. Cl.
23'-0"
21'-0"
14'-6"
23'-3" Exist'g. Cl.
℄ of tracks

CLEARANCE DIAGRAM
BENT-8


Face of temporary support
8'-6" R
10'-0"
10'-0"
14'-6"
21'-0"
23'-0"
Top of rail
℄ of tracks

TYP. CLEARANCE DIAGRAM
FOR TEMPORARY SUPPORT (A)

TYP. SECTION A


...clearance ...oval and ...of the existing ...nt 10.
typical clearance
Construction clearance
23'-0" typ.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 12
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 13
℄ R.R.

CLEARANCE DIAGRAM
Scale: 1" = 20'-0"

AL

DECK REPLAC

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

DESIGNED F.J.S.

DRAWN C.B.B.

OREGO

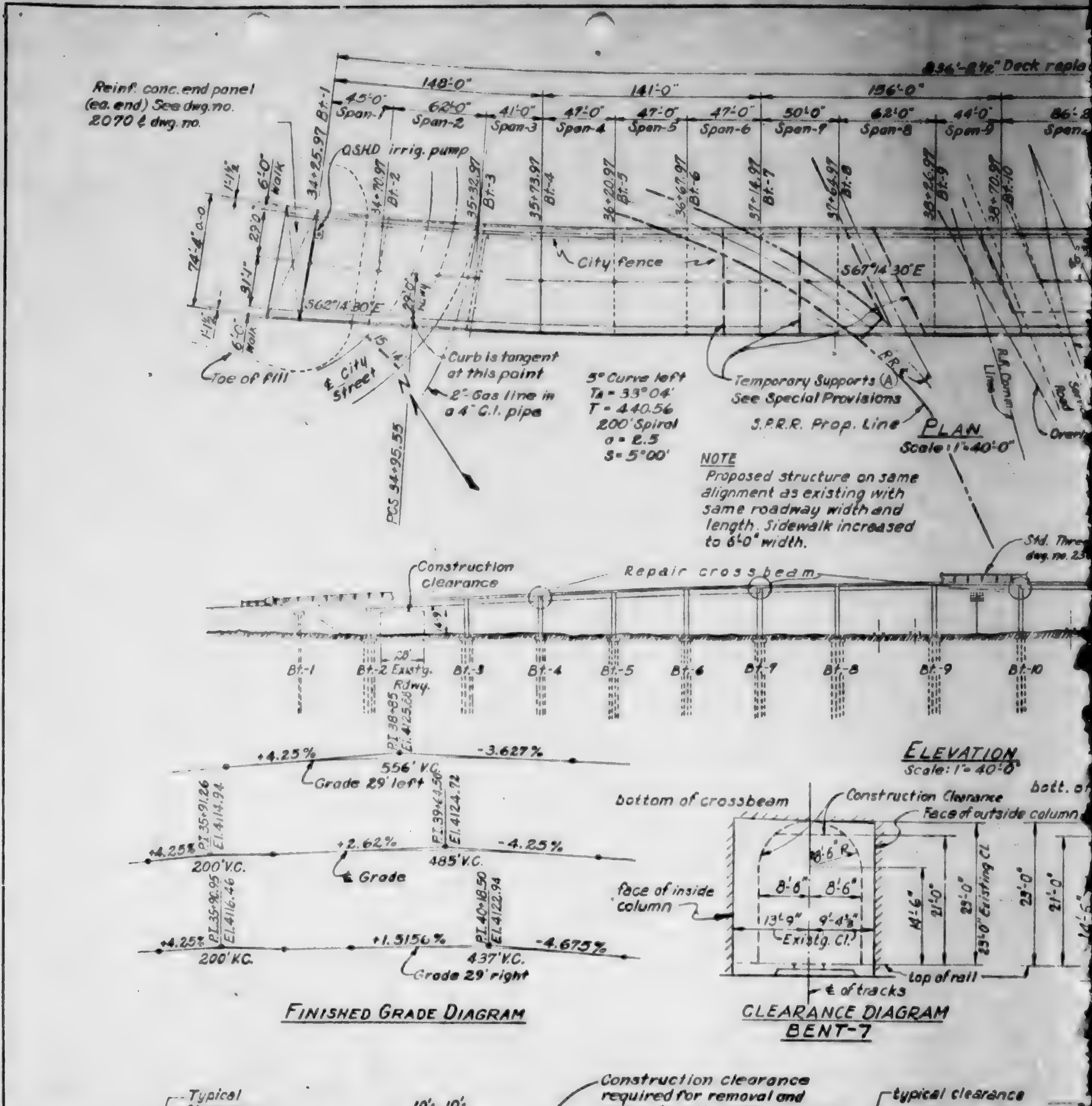
So. 6th

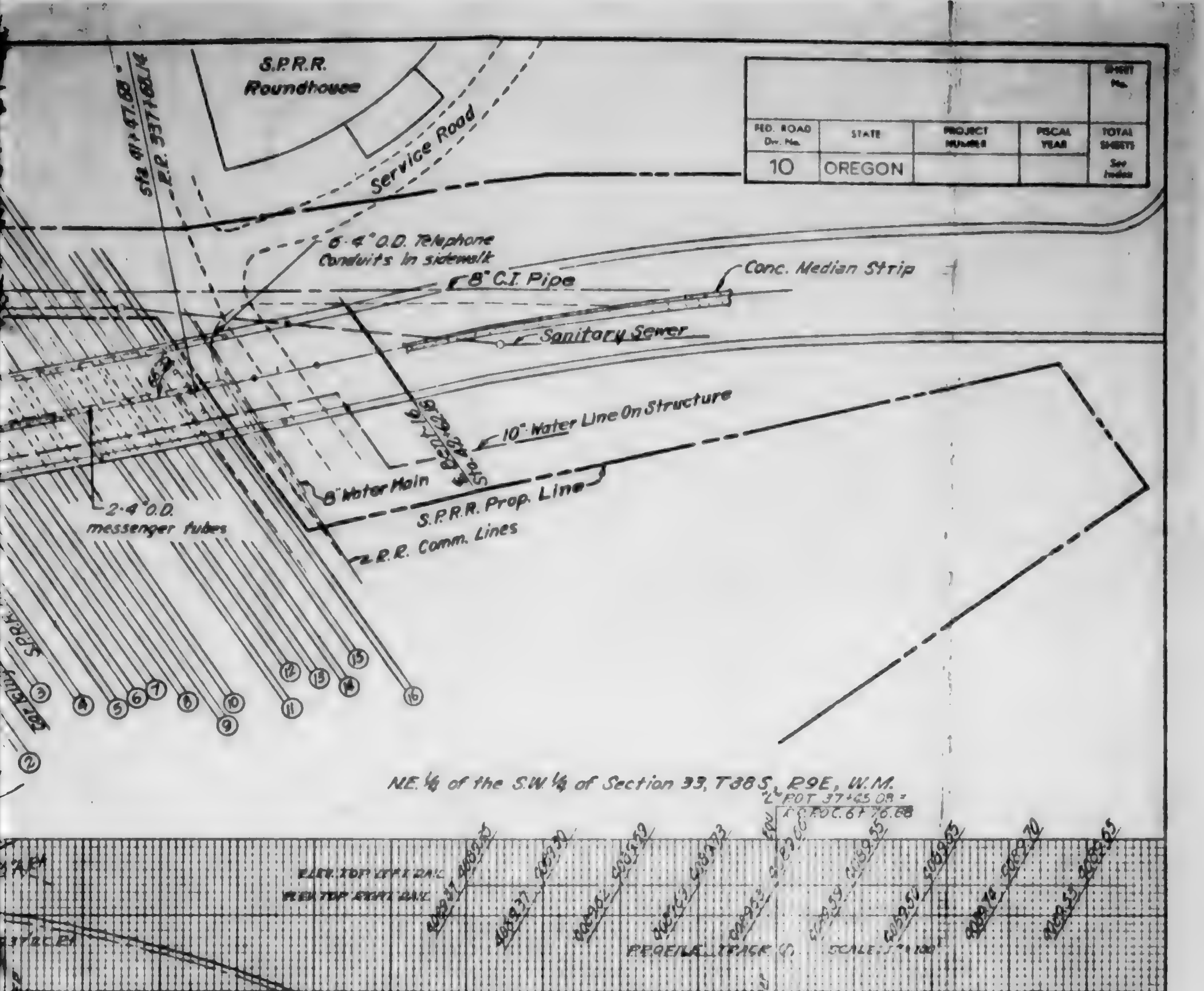
So. 6th St.

KLAMATH F

DATE Oct. 1975

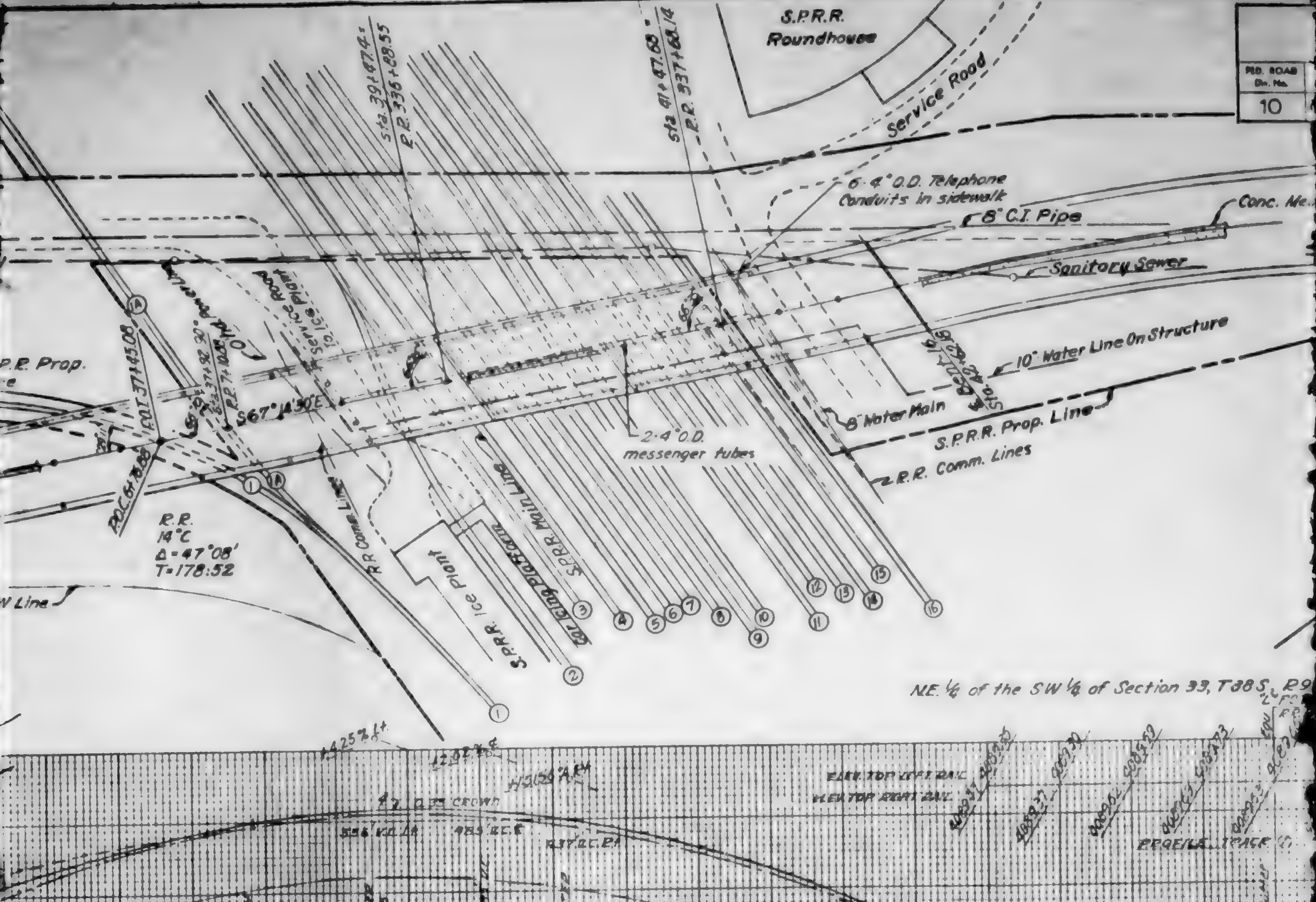
ACCOMPANIED BY

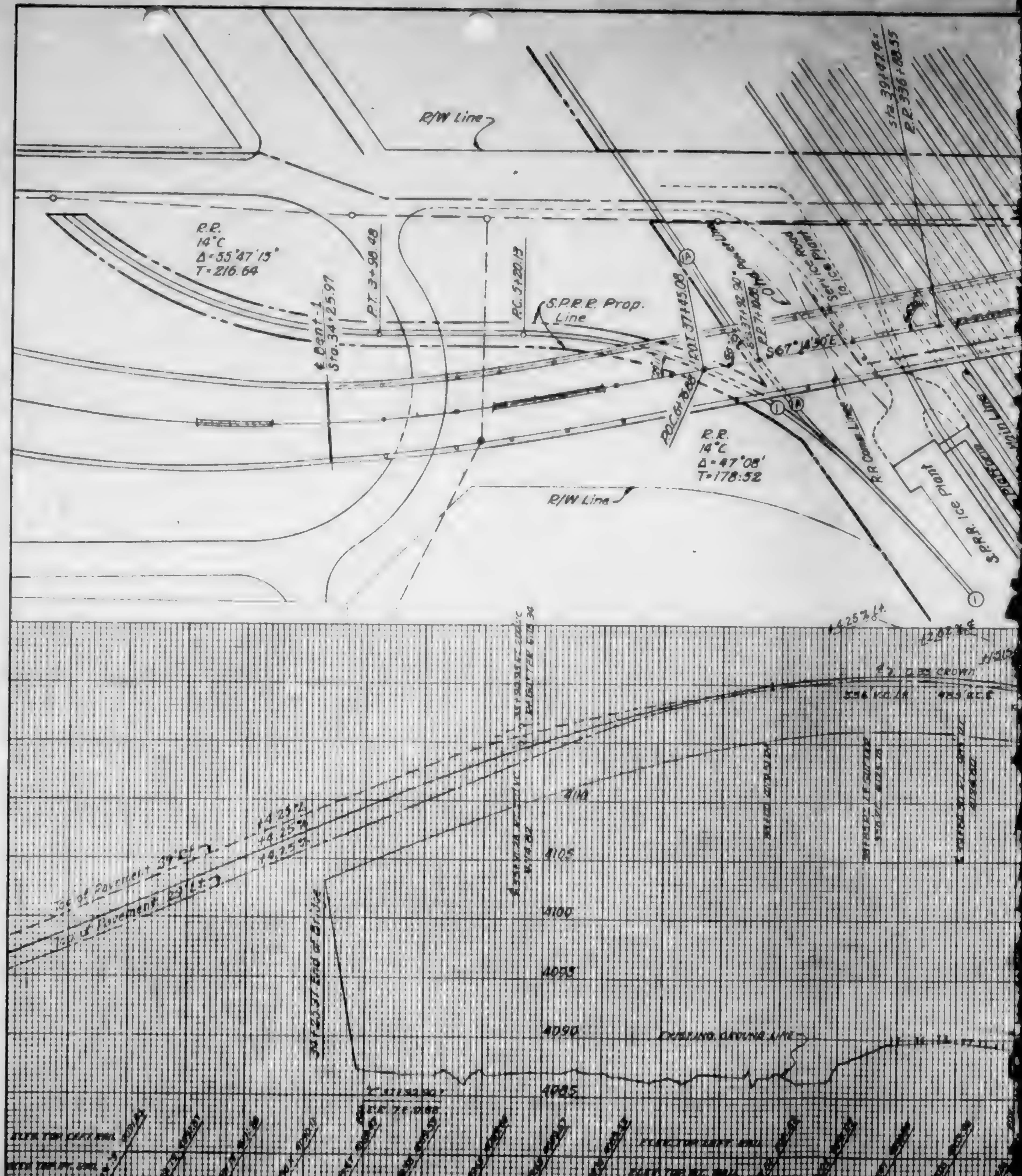

Reinf. conc. end panel (ea. end) See dwg. no. 2070 ℄ dwg. no.
148'-0"
141'-0"
156'-0"
@34'-8½" Deck reple
45'-0" Span-1
62'-0" Span-2
41'-0" Span-3
47'-0" Span-4
47'-0" Span-5
47'-0" Span-6
50'-0" Span-7
62'-0" Span-8
44'-0" Span-9
86'-2 Span
OSHD irrig. pump
34+25.97 Bt-1
34+70.97 Bt-2
35+32.97 Bt-3
35+73.97 Bt-4
36+20.97 Bt-5
36+67.97 Bt-6
37+14.97 Bt-7
37+64.97 Bt-8
38+26.97 Bt-9
38+70.97 Bt-10
1'-1½"
6'-0" Walk
22'-0"
74'-4" o-o
9'-1"
1'-1½"
6'-0" Walk
S62°14'30"E
City fence
S67°14'30"E
29'-0" Rdwy
15
14
N
℄ City Street
Toe of Fill
Curb is tangent at this point
2" Gas line in a 4" C.I. pipe
PCS 34+95.55
5° Curve left
Ts = 33°04'
T = 440.56
200' Spiral
a = 2.5
S = 5°00'
Temporary Supports (A) See Special Provisions
S.P.R.R. Prop. Line
R.R.
R.R. Owner Line
PLAN
Scale: 1"=40'-0"
NOTE
Proposed structure on same alignment as existing with same roadway width and length. Sidewalk increased to 6'-0" width.
Std. Three dwg. no. 23
Construction clearance
Repair crossbeam
20' Existg. Rdwy.
Bt.-1
Bt.-2
Bt.-3
Bt.-4
Bt.-5
Bt.-6
Bt.-7
Bt.-8
Bt.-9
Bt.-10
ELEVATION
Scale: 1"=40'-0"
P.I. 38+85 El. 4125.68
+4.25%
556' V.C.
-3.627%
Grade 29' left
P.T. 35+91.26 El. 4114.94
P.T. 39+64.56 El. 4124.72
+4.25%
+2.62%
-4.25%
200' V.C.
485' V.C.
℄ Grade
P.T. 35+90.95 El. 4116.46
P.T. 40+18.50 El. 4122.94
+4.25%
+1.5156%
-4.675%
200' V.C.
437' V.C.
Grade 29' right
FINISHED GRADE DIAGRAM
bottom of crossbeam
Construction Clearance
Face of outside column
bott. of
8'-6" R.
8'-6"
8'-6"
face of inside column
13'-9"
9'-4⅛"
Existg. Cl.
14'-6"
21'-0"
23'-0" Existing Cl.
23'-0"
21'-0"
14'-6"
top of rail
℄ of tracks
CLEARANCE DIAGRAM BENT-7
Typical Clearance
Typical Clearance
Face of Col. Bent-6
Face of Col. Bent-7
Existing Clearance
23'-0"
14'-6"
10'±
10'±
29'-0"±
21'-0" Typ.
23'-0" Typ.
Construction clearance required for removal and reconstruction of the existing crossbeam at bent 10.
typical clearance
Construction clea
℄ R.R.
℄ Bt. 8
℄ R.R.
℄ Bt. 9
℄ Bt. 10
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 11
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ R.R.
℄ Bt. 12
℄ R.R.
℄ R.R.
CLEARANCE DIAGRAM
Scale: 1"=20'-0"


S.P.R.R. Roundhouse
Service Road
Sta 91+47.08 =
R.R. 337+68.14
6-4" O.D. Telephone Conduits in sidewalk
8" C.I. Pipe
Conc. Median Strip
Sanitary Sewer
10" Water Line On Structure
8" Water Main
S.P.R.R. Prop. Line
R.R. Comm. Lines
2-4" O.D. messenger tubes
S.P.R.R.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
NE ¼ of the S.W. ¼ of Section 33, T38S, R9E, W.M.
"L" POT 37+65.09 =
P.C. EOC. 61+76.68
ELEV. TOP LEFT RAIL
ELEV. TOP RIGHT RAIL
PROFILE TRACK ①
SCALE: 1"=100'
41
42
43

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OREGON STATE HIGHWAY DIVISION
VICINITY MAP
SO. 5TH STREET OXING OF S.P.R.R.
KLAMATH FALLS SECTION
KLAMATH FALLS - LAKEVIEW HWY.
KLAMATH COUNTY
#31724


FED. ROAD DIV. No.
10
S.P.R.R. Roundhouse
Service Road
Sta. 39+87.4± R.R. 336+88.55
Sta. 41+47.68± R.R. 337+68.14
6-4" O.D. Telephone Conduits in sidewalk
8" C.I. Pipe
Conc. Ma
Sanitary Sewer
10" Water Line On Structure
8" Water Main
S.P.R.R. Prop. Line
R.R. Comm. Lines
2-4" O.D. messenger tubes
S67°14'30"E
P.R. Prop.
P.O.T. 37+45.08
P.O.C. 61+18.08
R.R. 14°C Δ=47°08' T=178.52
R.R. Comm. Line
S.P.R.R. Ice Plant
S.P.R.R. Main Line
Line
1A
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
N.E. ¼ of the S.W. ¼ of Section 33, T.38 S., R.9
EXISTING GROUND LINE
PROFILE TRACK
ELEV. TOP LEFT RAIL
ELEV. TOP RIGHT RAIL
CROWN
OREGON STAT
VICINIT
SO. 6TH
KLAMATH
KLAMATH FA
KLA
37
38
39
40
41
42
43


R/W Line
R.R.
14°C
Δ=55°47'15"
T=216.64
℄ Ramp-1
Sta. 34+25.97
P.T. 3+98.48
P.C. 5+20.13
S.P.R.R. Prop. Line
P.O.T. 37+45.08
P.O.C. 61+78.88
Sta. 37+92.20
P.P. 7+08
S67°14'50"E
Service Road to Ice Plant
Sta. 39+47.74
R.P. 336+88.55
1A
1
R.R.
14°C
Δ=47°08'
T=178.52
R.R. Comm. Line
S.P.R.R. Ice Plant
Platform
Main Line
R/W Line
+4.25%
Crown
Top of Pavement
+4.25%
4110
4105
4100
4095
4090
4085
End of Bridge
Existing Ground Line
Elev. Top Curb Wall
Elev. Top Pt. Wall
Profile Track 1A
34
35
36
37
38
39
40

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: p 4 thru p 11 and p 15

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 10th day of February, 1976.

x
(Applicant)

(Attorney)

I, [illegible], being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 10th day of February, 1976.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: Not applicable in this case where an existing separated crossing is being altered.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This project is an alteration of an existing separated crossing.

41. Other items of construction and cost distribution:

* * *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

No
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ________________

____

____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ________________

____

Route B: ________________

____

22. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Company

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon State Highway Division

b. All highway appurtenances: Oregon State Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon State Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Southern Pacific Transportation Company

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? Oregon State Highway Division

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes

If so, describe (and attach complete drawing):

As shown on drawing number 31182

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

b. Remainder of crossing area:

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer.
Example: Main track--predictor units; Spur tracks--island circuits.)

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. Oregon State Highway Division

b.

7. Describe the project in detail (including its purpose):

The project consists of replacing the deck and repairing the crossbeams of the existing structure that have deteriorated in structural quality.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes

If yes, why? The existing deck and crossbeams are in very poor condition and require replacing to maintain public safety.

9. Is the crossing involved (to be) a separated crossing? Yes

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________

If no, why not? ____________

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: ____________

SECTION I. (To be filled out completely by all applicants)

1. Name of Applicant: Oregon State Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

763.030
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 429.10

City Klamath Falls

Nearest railroad station Klamath Falls

County Klamath

The proposed project is to be in the NE 1/4 of the SW 1/4 of Section 33, Township 38S, Range 9E, W. M.

4. Name of public highway involved in this project:

Klamath Falls-Lakeview

Name of public authority with jurisdiction over this highway:

Oregon State Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Cascade Mainline
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. City of Klamath Falls
c. Klamath County
d. Pacific Northwest Bell
e. Pacific Power and Light
f.

Have you served each of these parties with a copy of this application?

No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

APPLICATION FOR AUT[illegible]TY in connection with a proposed r[illegible]road-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) X Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) ____ Other (please specify) ____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

[illegible] ______

PUC Cross No. CF429.10-A

DOT-AAR Crossing No. 748 938 G

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of The State of Oregon
(name of applicant)

______

for the authority, pursuant to ORS 763. 030, to
(020/030/040)

alter a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Klamath Falls-Lakeview Highway
(name of street or highway)

and Southern Pacific Transportation Co.,
(name of railroad company)

Cascade Mainline,
(name of railroad main or branch line or other trackage)

in Klamath Falls, Klamath County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $______

☒ Federal-Aid Highway System funds.*
Federal Aid Highway Act of 1973

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
______

☐ None of above.

*If Federal fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

Upon receipt of bids for the project and selection of the alternate to be used, the PUC Permit for the unused alternate will be canceled.

Sincerely yours

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosures
cc - F. B. Klaboe ✓
E. S. Hunter
R. W. Ellison
C. M. Williams
C. T. Keasey
D. N. Harwell
J. E. Chidsey

8331

13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 17, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1034

Dear Mr. Astle

Enclosed is an original and nine copies of the application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Klamath County, one copy for service upon the City of Klamath Falls, one copy for service upon Pacific Northwest Bell, one copy for service upon Pacific Power and Light, and three copies are for use by your office.

On January 16, 1976, the Highway Division sent you a completed application for a PUC Permit for the subject structure. This application covered Alternate 2 which included complete replacement of the structure in Spans 1 through 9 and replacement of the deck in the remaining spans.

It was assumed that Alternate 1 which included only replacement of the deck for the entire structure and repair of three cross beams could be done under the terms of the Highway Division's existing agreement with the railroad and a PUC Permit would not be required. The Highway Division now understands that since impaired railroad clearances will be required during the construction of Alternate 1, a PUC Permit for that alternate would also be required.

In order that a PUC Permit may be available no matter which alternate is chosen, attached is the supplemental PUC application for Alternate 1.

RECEIVED
STATE HWY ENGR
FEB 18 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 19 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

NOTED
MARIE STEPHENS

NG (KLAMATH FALLS) SECTION

US-31(11)

49A; 571' RCDG; 265' Steel Dk Gir;
h 836'; 2-5' sidewalks; HCEB 29';
H-20 loading; Built in 1957.

Bridge) 4-lane, 58' curbed
h bit. surf.
Bridge) 4-lane, 64' curbed
h bit. surf.

Street couplet, each a 2-lane
ion with bit. surf.

curbed section with bit. surf.

isits of (1) reconstruction of
on of reinf. concrete bridge panel
emoval of existing concrete median;
(e.g., guardrail, signing, pavement
of project.

equired.

Development, Historical and Recreation

- - - CF-429.10A
- - - Southern Pacific Transportation
- - - 17
- - - 25 thru, 2 passenger, & approx.
125 switch
- - - None
- - - Separation Structure
- - - No change
- - - None

IM 50-1-70 Requirements:
(a) State Clearinghouse - - - Exempt from A-95 review under working agreement.
(b) District 11 - - - - - - - No functioning Clearinghouse.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alternation of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by the FHWA on October 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - - None required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - - - Not a factor in the development of this project.

Note:
(1) This project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P. S. & E. stage and the number stipulated in the P. S. & E. documents.

SOUTH 6TH ST. R.R. O'XING (KLAMATH FALLS) SECTION

PROJECT NO. US-31(11)

Existing Facility:

Structure - - - Br. No. 3849A; 571' RCDG; 265' Steel Dk Gir; Total length 836'; 2-5' sidewalks; HCEB 29'; HCWB 27'; H-20 loading; Built in 1957.

Roadway - - - - (N. side of Bridge) 4-lane, 58' curbed section with bit. surf.
(S. side of Bridge) 4-lane, 64' curbed section with bit. surf.

Adjacent Facilities:

N. End - - - - 5th and 6th Street couplet, each a 2-lane curbed section with bit. surf.

S. End - - - - 4-lane, 64' curbed section with bit. surf.

Project Data: The project consisits of (1) reconstruction of the bridge deck; (2) construction of reinf. concrete bridge panel at each end of structure; (3) removal of existing concrete median; (4) and other incidental work (e.g., guardrail, signing, pavement markings) common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical and Recreation Areas: None involved.

Railroad Crossing Data:

Crossing No. - - - - - - - - - - - - - - CF-429.10A
Railroad - - - - - - - - - - - - - - - Southern Pacific Transportation
No. of Tracks - - - - - - - - - - - - - 17
No. of Trains - - - - - - - - - - - - - 25 thru, 2 passenger, & approx. 125 switch
No. of Hi-Speed Trains - - - - - - - - None
Present Protection - - - - - - - - - - Separation Structure
Proposed Protection - - - - - - - - - No change
Railroad Benefits - - - - - - - - - - None

IM 50-1-70 Requirements:
(a) State Clearinghouse - - - Exempt from working agreement.
(b) District 11 - - - - - - - No function

Urban Transportation Planning (PPM 50-9): Not project will not result in an alternation of la flow patterns that would require a significant completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action proje the FHWA on October 21, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - - None require Plan (Category 3 project).
(b) Location/Design - - - - Not a factor this project.

Note: (1) This project is in Congressional
(2) On-the-job trainees, as set forth 7-2(2), on this project will be de stage and the number stipulated in

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 23, 1976

St to Adams St (Klamath Falls)

ADT	PRESENT 21,300	FUTURE 32,800	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 032	ITEM NO. 215

on	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) US-	NUMBER 31	SEQ. NO. (11)	I. Projects Only POST MI.	DESIG.

Extension

ath Falls

COUNTY NAME Klamath CODE 035

ROUTE NO. S FEDERAL-AID 410 STATE 20 U.S. --

PROGRAM STAGE ☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

TEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
							RR protective service as required.
	(RR Xing No. CF-429.10A)						
	"S. 6th St. RR O'xing (Klamath Falls) Sec"	0.43	1,900,000	1,485,000	415,000		ROW-80' min.; Access control-partial; Parking restrictions-none.
	PROJECT TOTALS	0.43	1,900,000	1,485,000	415,000		RR & Util. adj. required incl. preparatory work.

REMARKS

Additional Data: Item No. 42; Project No. US-31(5).

-OVER-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 23, 1976

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) SR 140, Broad St to Adams St (Klamath Falls) 21 65	ADT	PRESENT 21,300	FUTURE 32,800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Bridge Deck Reconstruction 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) US- 14 23	PROJECT NUMBER NUMBER 31	

CARD 4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Klamath			COD 035
	NAME OF URBAN AREA 17-31 Klamath Falls	ROUTE NO. S	FEDERAL-AID 410 (32)	STATE 20 (33) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		(RR Xing No. CF-429.10A)					
5					CONST (CODE) X131		"S. 6th St. RR O'xing (Klamath Falls) Sec"	0.43	1,900,000	1,485,000	415,000	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	0.43	1,900,000	1,485,000	415,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: Item	

8538 18

February 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. US-31(11)

We are submitting program data for one project, Item No. 216, Project No. US-31(11), "South 6th Street Railroad Overcrossing (Klamath Falls) Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

It is our present intention to receive bids for this project on March 25, 1976.

Encl.

JG:re

cc: C. H. Williams

3. Considerable discussion has been entered into regarding the installation of the protective screen adjacent to the sidewalk at least eight feet above the top of the sidewalk with the top portion curving toward the roadway. Without evidence to the contrary, it is our feeling that this protective screen is not required. In all of the overcrossings of railroads throughout the State, we have never received comment from any railroads, including Southern Pacific Trans. Co., of having a major problem with vandals throwing items onto the trains. It is our feeling that this protective fence would be quite expensive to maintain and is not necessary. At your earliest convenience, please reconsider this and, if possible, cite particular instances where Southern Pacific Trans. Co. has had a problem from items being thrown onto the train or into the yard area striking workmen causing injury, etc. Without such evidence we would heartily resist the installation of this protective screen for the reasons previously stated.

It is anticipated that bids for this project will be received by the Oregon Transportation Commission on March 25, 1976. As a result a prompt response to our request would be greatly appreciated. If there is any further information you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: SP - Portland
ATTN: R. L. Johnston

bc: R. L. Schroeder
W. J. Hart
J. L. Sollis
J. B. Boyd
C. M. Williams

338

13

~~ROW 18-2~~

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

5

February 24, 1976

Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Attn: W. J. Jones

S. 6th St. O'xing of SPRR Sec.
Klamath Falls-Lakeview Highway
Klamath County

Dear Sir:

In response to the letter to me dated February 18, 1976 by Mr. J. W. Ferguson of your Portland office, I am forwarding to you two sets of the drawings of which you apparently have not received. These are drawings 31097, 31124, 31125, and 31101. In addition I am furnishing copies of drawings 31182 and 31218. The latter two drawings are similar to drawing 31097 and 31101 but contain additional or revised information. The latter two drawings should be used as the most up to date information available.

In addition I am enclosing for your review and use a copy of the Construction Agreement and Supplemental Agreement dated January 27, 1956 and January 28, 1958. It is my understanding that you do not have copies of these agreements.

In reviewing Mr. Ferguson's letter, following is response to the three points raised in that letter:

1. The existing horizontal and vertical clearances and changes in these clearances resulting from the proposed reconstruction, we feel are shown on the enclosed plans.

2. The review by the State and approval of the falsework plans and the submission to the Southern Pacific Trans. Co. for review and approval prior to placing on the deck will be required on the construction plans for this project.

RECEIVED
FEB 25 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

When the deck is removed, some bad concrete will undoubtedly be found at the juncture of the deck and beams requiring removal of some beam concrete. We agree that calling for the removal of the top 4 inches is excessive and will be changed to 1 inch below the top of the beams and if additional removal is required to obtain solid concrete, it will be paid as extra work.

The rail and light poles are 20 years old and have no appreciable salvage value.

Instead of calling for imported aggregate we will write a specification for the aggregate which will allow the use of local aggregate if it meets the specification.

The detailed estimates for Alternates 1 and 2 are attached. This does not include the illumination or grading and paving.

We have revised the limits for the entire structure replacement in Alternate 2 and now plan to rebuild only the west approach spans 1 through 9 and redeck the remaining spans 10 through 15. Upon further study it was decided the cross beam at bent 13 did not need to be rebuilt if the deck only is replaced. Reconstruction of the cross beam at bent 13 would be necessary if the east approach were rebuilt. The railroad objected to closing the tracks on each side of bent 13 which would be necessary if the cross beam was rebuilt.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT/ag (Attach.)
cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. M. Williams
C. G. Swenson

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

File BR 3849B

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Your File 1041BR.1

January 28, 1976

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

So. 6th St. Oxing of SPRR
Klamath Falls-Lakeview Highway
Oregon Project US-31(1)

We have reviewed the comments in your January 19, 1976 memorandum.

The condition of the existing longitudinal beams and substructure is satisfactory and Alternate 1, new deck and repair of the cross beams, will provide an adequate structure. Alternate 2, replacing the entire west approach spans would provide a better structure and could cost no more than Alternate 1. We therefore propose to bid both alternates and reserve the right to accept Alternate 2.

The roadway on each side of the bridge is curbed with the same roadway width as the existing structure. Both alternates call for redecking the steel spans which will control the roadway width to the existing width.

We have checked with the region and they definitely oppose a raised median or barrier. There is also the problem of beginning and ending the barrier without creating a hazard. The region also opposes a barrier between traffic lanes and walk. This is in agreement with our present policy of providing a barrier only on a high speed highway. The region said that spray and debris from the roadway on the sidewalk is not a problem.

8338 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 24, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project US-31(-)
So. 6th St. Overcrossing of the Southern Pacific
Railroad, No. 3849B

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated 1-28-76, satisfactorily answers most of our questions on this project and we will approve the preliminary plans based on the following comments:

1. Alternate bids are acceptable for this project and we will participate in the lowest bid for the work.
2. While we still believe a median barrier is desireable on this structure we will yield. A median barrier could be added later if it is proven necessary.
3. We reserve the right to comment on your concrete aggregate specifications.

G. L. Green

RECEIVED
STATE HWY ENGR

FEB 26 '76

REFER TO
Hart

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Rulien

PRO 6-2

February 25, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Patented and Proprietary Item Approval
S. 6th St. RR O'xing (Klamath Falls)
Oregon Project No. US-31(11)

We request a waiver of the requirement that the specifications allow the contractor multiple choice of material and method to comply with FHPM 6-4-1-6, Par. 17 relative to the deck seal to be used on the above mentioned project.

We feel that the patented method engineered by Johns-Manville Corporation for application of asbestos asphalt deck membranes is the best deck seal and the only seal that we are confident will do the job.

Our reasoning for this conclusion is that the Johns-Manville process can be accomplished with standard construction equipment and methods and can be applied in stages with excellent lap joints. Also, it is the only process that can be applied with assured success in the climatic conditions that will be encountered during the life of this project.

The specifications will require the contractor to use the above mentioned process and contain instruction for carrying it out. Attached is a copy of the Patent License Agreement and Guidelines for Placing the Johns-Manville Membrane for your use.

DAR:md

Attachments

cc: Walt Hart
J. H. Versteeg
C. G. Swenson
D. E. Swan

8 3.28 15

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project US-31(11)
South 6th St. Railroad Overcrossing
Klamath Falls

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed Mr. Rulien's letter, dated 2-25-76, requesting approval of the patented proprietary item asbestos asphalt deck membrane for the above structure. You did not adequately support the material as a proprietary item, however, we will approve the use of this material if it is placed under your experimental membrane review program.

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 4 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/3/76

BY (Signature): L.W. Rulien's 2/23/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
215	US-31(11)	0.43	1,900,000	1,485,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
S. 6th Street RR O'xing #CF-429.10A (Klamath Falls) Section Klamath County State of Oregon	Bridge Deck reconstruction including railroad and utility adjustments

RECEIVED
STATE HWY ENGR
MAR 9 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act ✓ File

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 3/3/76

SIGNATURE AND TITLE: G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8338

13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

March 5, 1976

Public Utility Commissioner of Oregon
Labor and Industries Building
Salem, OR 97310

Attention: Donald A. Still
Transportation Specialist
Railroad Division

Re: SXF 807(2) PUX 1034

Dear Mr. Still

In reply to your letter of March 3, 1976, please be advised that Southern Pacific Transportation Company has had all of the plans and drawings relating to both Alternate 1 and Alternate 2 since February and should be in a position to respond to the most recent application, namely, SXF 807(2) within 20 to 30 days at the most. A sixty day extension would place the Highway Division in a difficult situation and bids will be opened in March and it is anticipated that a decision will be made approximately the first of April on whether Alternative 1 or 2 will be used. We would, therefore, request that the extention of time requested by Southern Pacific not be allowed and that their answer be forthcoming within 20 to 30 days.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - John Wiley Gould
Jim Chidsey
H. S. Coulter
J. B. Boyd

NOTED
H.S. COULTER

RECEIVED
MAR 8 1976
Office of
Assistant State Highway Engineer

5328

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. US-31(11)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. U-215

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '76
REFER TO
FOR

DATE PS&E APPROVED 3/3/76

DATE AUTHORIZATION EFFECTIVE 3/3/76

FEDERAL ROUTE NUMBER Secondary Route 410

STATE ROUTE NUMBER Primary Route 20

GENERAL LOCATION:
"South 6th Street RR O'xing (CF-429.10A)
Klamath Falls Section"

GENERAL DESCRIPTION OF WORK:
Bridge Deck Reconstruction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
RR Protective Services-$63,000
Permanent & Stage Constr. Striping-- $1,000
Temporary Erosion Control; 100
On the Job Training - $3,200
Special Deck Curing - $6,000
Stripe cost--$1,500 Removal of concrete--$5,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/3/76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 3/1/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,624,827; Federal funds $1,270,452.

A signed copy of the Title sheet is returned herewith.

DATE 3/15/76

SIGNATURE OF APPROVING OFFICIAL G K Hossner for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~PRO 6-2~~

March 9, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Experimental Category 2

We are requesting approval for the use of a patented procedure engineered by Johns-Manville Corporation for application of asbestos asphalt deck seal membranes as experimental catagory 2 for the following listed structures:

US-31(11)	S. 6th Street Railroad Crossing (Klamath Falls)
I-80N-3(-)76	Rowena Interchange Crossing widening Bridge No. 7552A
I-80N-3(-)82	The Dalles-Fifteenmile Creek Section Fifteenmile Creek Bridge No. 308A and Crossing UPRR Bridge No. 8924

These structures will be added to the on going work plan for experimental deck seal or waterproofing and reported on as outlines in the work plan. The specifications will require the contractor to use the above mentioned process and contain instructions for carrying it out.

DAR:dp

cc: Walt Hart
J. H. Versteeg
C. G. Swenson
D. E. Swan

(3) Applicant shall maintain the structure, including all highway appurtenances thereto, and bear all the cost thereof.

(4) Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage and all railroad facilities beneath the structure and bear all the cost thereof.

(5) Applicant shall notify the Commissioner upon completion of the project.

After completion, the overcrossing structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is under repair, however, it will be necessary to require an impaired vertical clearance of 21 feet over certain tracks beneath the structure as shown on Oregon State Highway Division Bridge Section Drawing No. 31182 attached to the application. Authority to maintain the impaired clearances as detailed on that drawing is hereby granted.

Made, entered and effective April 16, 1976.

CHARLES DAVIS
Public Utility Commissioner

On February 19, 1976, applicant filed a separate application with the Commissioner for authority to temporarily impair standard overhead clearance on certain tracks beneath the South Sixth Street overcrossing structure. Accompanying this second application was a letter from applicant dated February 17, 1976 in which it was explained that the authority requested in this application would be required only if the project contemplated in the first application was not undertaken. This second application was assigned to Commissioner's Docket Number SXF 807(2).

Copies of the second application (Docket SXF 807(2)) were duly served on the same parties of interest.

Applicant proposes to make certain improvements to the South Sixth Street overcrossing structure and has been studying two possible alternative courses of action. Alternate 1 (SXF 807(2)) includes replacement of the deck on the entire structure and the repairing of three cross beams. This is essentially a maintenance/repair type project and would not necessarily require any authority from the Commissioner. However, Alternate 1 would involve a temporary impairment of overhead clearance for certain tracks beneath the structure and authority for the clearance impairment would be required from the Commissioner. Alternate 2 (SXF 807) would involve a much more extensive reconstruction of the overcrossing structure and would require alteration authority from the Commissioner pursuant to ORS 763.030.

By letter dated March 30, 1976, applicant informed the Commissioner that it has decided to proceed with Alternate 1, SXF 807(2) and, therefore, requested that the application in SXF 807 be cancelled and that the authority requested in the application under Docket SXF 807(2) be granted.

By letter dated April 8, 1976, Southern Pacific Transportation Company informed the Commissioner it had no objection to proceeding with Alternate 1. No other party objects to the granting of the application in SXF 807(2).

Due consideration has been given to all representations in the applications and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications in SXF 807 and SXF 807(2), the responses thereto, and the files of the Commissioner, it is found that the application in SXF 807 should be dismissed and that proceeding closed upon the docket. It is further found that the application in SXF 807(2) should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The application submitted by the State of Oregon and assigned to Commissioner's Docket Number SXF 807 be, and hereby is, dismissed and that proceeding is closed upon the docket.

(2) The authority requested by applicant in SXF 807(2) is hereby granted.

Order No. 76-248
PUC Crossing No. CF-429.1-A
USDOT Crossing No. 748 938 G

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 807
SXF 807(2)

In the matter of the application of the)
State of Oregon by and through its)
Department of Transportation, Highway)
Division, for the authority pursuant to)
ORS 763.030, to alter a separated crossing,)
known as South Sixth Street Overcrossing)
(Klamath Falls-Lakeview Highway--140), over)
the tracks and right-of-way of Southern)
Pacific Transportation Company, Cascade)
Main Line, in Klamath Falls, Klamath County,)
Oregon. (SXF 807))

ORDER

In the matter of the application of the)
State of Oregon by and through its)
Department of Transportation, Highway)
Division, for the authority pursuant to)
ORS 763.030, to alter a separated crossing,)
known as South Sixth Street Overcrossing)
(Klamath Falls-Lakeview Highway 140), over)
the tracks and right-of-way of Southern)
Pacific Transportation Company, Cascade)
Main Line, in Klamath Falls, Klamath County,)
Oregon. (SXF 807(2)))

On January 19, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner for authority to alter an existing overcrossing structure of South Sixth Street (Klamath Falls-Lakeview Highway, Route No. 39) and 17 tracks of Southern Pacific Transportation Company, Cascade Main Line and Klamath Falls Yard, in Klamath Falls, Klamath County, Oregon. This application was assigned Commissioner's Docket Number SXF 807. The project contemplated in this application involves the replacement of spans 1 through 9 including the substructure and the replacement of the deck only on spans 10 through 15 of the South Sixth Street Overcrossing structure.

Copies of the application were duly served on Southern Pacific Transportation Company, Pacific Northwest Bell Telephone Company, Pacific Power & Light Company, Klamath County and the City of Klamath Falls.

8338.

15

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

April 22, 1976

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 1034 SXF 807
807 (2)

Dear Mr. Klaboe

Enclosed is a copy of Order No. 76-248 issued by the Public Utility Commissioner on April 16, 1976, relative to the above subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - C. R. Burghart (3)
E. S. Hunter
Walter J. Hart
C. T. Keasey (2)
D. H. Moehring (2)
C. M. Williams (2)
J. E. Chidsey
J. L. Gunter
R. P. Hamilton

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
APR 23 1976
Office of
Assistant State Highway Engineer

NOTED
MARIE STEPHENS

835

UN

LETTER OF APPROVAL AND/OR AUTHORIZATION

S-31(11)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-215

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 17 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/3/76	4/28/76	Secondary Route 410
		STATE ROUTE NUMBER Primary Route 20

GENERAL LOCATION:
South 6th Street RR O'xing (CF-429.10A)(Klamath Falls) Section

GENERAL DESCRIPTION OF WORK:
Railroad adjustments

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/3/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 5/5/76 letter you are authorized to proceed with the work covered by the Agreement with the Southern Pacific Transportation Company, approved by the Highway Division 4/28/76 at a total estimated cost of $23,235, Federal funds $18,167.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/28/76	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975

8338

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 28, 1976
Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Construction Agreement
S. Sixth St. RR O'xing
(Klamath Falls) Sec.
Klamath Falls-Lakeview Hwy.
Klamath County
Contract No. 8338

RAILROAD COMPANIES
FILE No. 458

Attached is the State's fully executed counterpart of the Construction Agreement between the Southern Pacific Trans. Co. and the Oregon Highway Division on the S. Sixth St. RR O'xing (Klamath Falls) Section of the Klamath Falls-Lakeview Highway in Klamath County. This Agreement covers the Railroad's necessary adjustment of facilities, protective costs and other expenses incurred by them for our reconstruction of the existing S. Sixth St. Overcrossing structure. This Agreement modifies an Agreement dated January 27, 1956 between the Southern Pacific Co. and the Oregon Highway Commission on this same structure. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the Railroad's activities on this project so that they ultimately may be able to approve the final bill and certify the payment to the Railroad Co. The Accounting Division will be responsible for auditing the final billing. The Construction Division and other Sections will be responsible for adhereing to the January 27, 1956 Agreement. Section Heads should review this Agreement to acquaint themselves with the responsibilities their Section must fulfill under the terms of this Agreement.

JEC:jr
Attach.

cc:	G. L. Green	w/copy sig. pg.
	C. T. Keasey	w/copy agmt.
	W. J. Hart	"
	V. E. Skoog	"
	J. L. Sollis	"
	J. B. Boyd	"
	D. E. Swan	w/2copies agmt.
	C. M. Williams	w/copy agmt.
	Norman Krehbiel	"

US BANK

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207300

DATE July 8, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$610,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D Dated 7/8/76 Due 8/9/76 Interest at Maturity Cert #00 251177 @ 610M: N/O Donald M Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.375% CUSIP

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are call ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on th hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for th of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably in writing by the owner.

NOT NEGOTIABLE

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

July 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207300 covering $610,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $8,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #206954 in the amount of $660,000.00 which matured on 7/8/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

JVS:ea
Enc

cc: Donald M. Drake Company
Attn: Donald Kane

8338

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

RE: Donald M. Drake, Contracts 7741, 7937 & 8338
Gordon H. Ball, Contract 7866

Attention: Ella Anderson

We confirm receipt of safekeeping receipt #207300, covering certificate of deposit 251177, $610,000. This replaces matured certificate 250906, $660,000.

Securities deposited in lieu of retainage by Donald M. Drake are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
7741	$ 5,000.00	$ 5,000.00	0
7866	31,000.00	21,000.00	($10,000.00)
7937	624,000.00	576,000.00	(48,000.00)
8338	----	8,000.00	8,000.00
	$660,000.00	$610,000.00	($50,000.00)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Donald M. Drake
bc: C.W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412. PORTLAND. OREGON 97208

August 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207536 covering $615,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $13,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #207300 in the amount of $610,000.00 which matured on 8/9/75.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
Attn: Donald Kane

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207536

DATE August 9, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

DEPOSITED BY: Time Deposit

Assigned to Oregon State Highway Division

$615,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.00% Ea Dated 8/9/76 Due 9/9/76 Interest at Maturity CUSIP Cert #00 259380 @ 615M; N/O Donald M. Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2600 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

8338

p

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 10, 1976

U. S. National Bank
P.O. Box 4412
Portland, OR 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts : 7741, 7866, 7937, & 8338

We received your safekeeping receipt 207536, covering TCD 259380, $615,000; a replacement for matured TCD 259380, $610,000. All deposits in lieu of retainage on the above contracts remain the same except 8338. Deposits in lieu of retainage now total $13,000 for this contract.

Vernon E. Skoog
Controller

by ______________________
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake

bc: ~~C. W. Head~~
R. Church
C. Barrett

8338

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts: 7741,7866,7937,8338

We received your safekeeping receipt 207762 covering certificate of deposit 265053, $622,000. This replaces matured certificate 259380, $615,000. We have credited Donald Drake with and additional $4,000 on contract 7937 and an additional $3,000 on contract 8338.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Donald M Drake

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208017

DATE 10/11/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of •
Donald M. Drake Company
1740 S.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$201,000.00

U.S. Bank Savings Certificate Non-Negotiable C/D 5%

Dated 10/11/76 Due 11/11/76

Interest At Maturity

Cert # 00 265368 @ $201,000.00 N/O Donald M. Drake Co. & State of Oregon
CUSIP
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2400 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 11, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208017 covering $201,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $185,000.00 on Contract #7937, $16,000.00 on Contract 8338.

This C/D partially renews Safekeeping Receipt #207762 in the amount of $622,000.00 which matured on 10/11/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED

[illegible]

8338

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 20,1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Re: Donald M. Drake
Contracts: 7866, 7741, 7937, 8338

We received your safekeeping receipt 208017, covering certificate #265368, $201,000. This replaces matured certificate #265053, $622,000.

This transaction results in a $21,000 decrease on contract 7866, a $395,000 decrease on contract 7937, a $5,000 decrease on contract 7741, and no change on contract 8338.

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

Enclosure

cc: Donald M. Drake

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

8338

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 16, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7937 & 8338

We received your safekeeping receipt 208242 covering TCD 277370, $210,000. We enclose safekeeping receipt 208017 for matured certificate 265368, $201,000.

There is no increase in deposits in lieu of retainage on contract 7937; the entire $9,000 increase is credited to contract 8338.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: Donald M. Drake Co.

bc: C.W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **208428**

DATE December 13, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D Dated 12/13/76 Due 1/12/77 Interest at maturity Cert #00 277578 @ 250M N/O Donald M. Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"	5.000% CUSIP

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

December 13, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208428 covering $250,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $210,000.00 on Contract #7937 , $40,000.00 on Contract #8338.

This C/D renews Safekeeping Receipt #208242 in the amount of $210,000.00 which matured on 12/13/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED
DEC 15 1976
HIGHWAY ACCOUNTING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 17, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re; Donald M. Drake
Contracts 7937 & 8338

We received your safekeeping receipt 208428, covering certificate #277578, $250,000, which replaces matured certificate 277370, $210,000.

The result of this transaction is a $25,000 increase in deposits on contract 7937 and a $15,000 increase on contract 8338.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Donald M. Drake

bc; C. Barrett
R. Church
C. Head

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8334

/5

STATE OF OREGON

INTEROFFICE MEMO

TO: C. Barrett
R. Church
C. Head

DATE: December 23, 1976

FROM: Janice H. Peterson JP

SUBJECT: Donald M. Drake Co.
Contracts 7937 & 8338

The Donald Drake Co. increased their certificates of deposit pledged in lieu of retainage on contracts 7937 and 8338 by enough to enable the State Treasurer to return $25,000 in bonds pledged on 7937 and $10,000 in bonds pledged on 8338.

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412. PORTLAND, OREGON 97208

January 13, 1977

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Jim Kinnes

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208716 covering $250,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $210,000.00 on Contract #7937, $40,000.00 on Contract #8338.

This C/D renews Safekeeping Receipt #208428 in amount of $250,000.00 which matured on 1/12/77.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
attn: Donald Kane

RECEIVED
JAN 17 1977
[illegible] ACCOUNTING

RECEIVED
JAN 18 1977
CONTRACT ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208716

DATE January 12, 1977

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acc't

☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Dept

$250,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.625% Dated 1/12/77 Due 2/11/77 Interest at Maturity Co. CUSIP Cert #00 237189 @ 250M n/o Donald M. Drake/& State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 4/75 ENV. [illegible] HEAD OFFICE PORTLAND

8338

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake
Contracts 7937 & 8338

We have received safekeeping receipt #208716 covering certificate #287189 for $250,000, replacing receipt #208428 covering certificate #277578 for $250,000 which is enclosed.

There is no change in the total amount of securities posted in lieu of retainage on these contracts.

Vernon E. Skoog, Controller

James J. Kinns
Contract Payments Executive

JJK:njc
Attachment
cc: Donald M. Drake

bc: ~~C. W. Head~~ - Attachment
R. Church
C. Barrett - Attachment

NOTED
C W HEAD

8338

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 17, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

Safekeeping receipt 208913 for $170,000 has been received. This replaces 208716 for $250,000(Attached).

Of the $170,000, $120,000 is being applied to Contract 7937 and $50,000 to Contract 8338.

Total securities deposited on Contract 7937 is $150,000 and on Contract 8338 is $50,000.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Co.--Donald B. Kane

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

8337

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention Jean VanScoy, Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

We have received safekeeping receipt 209146 for $170,000 which replaces safekeeping receipt 208913 for $170,000.

There is no change in the amount of securities deposited in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

by __________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

NOTED
C.W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

April 8, 1977

Mr. James J. Kinns, Contract Payments Executive
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Kinns:

We appreciate your agreement to reduce our retention on Contract 7937, South Tigard Interchange, from $150,000 to $10,000.

Please transfer the $30,000 of Municipal Bonds held by the Treasurer's office (Clairmont Water District and City of Nyssa) from Contract 7937 to Contract 8338 effective immediately. The balance of $110,000 will be released when our certificate of deposit matures on April 13. On April 13, we will purchase a 90 day certificate of deposit in the amount of $10,000 for Contract 7937, and in the amount of $30,000 for Contract 8338. This will bring the total deposit for Contract 8338 up to $60,000, which should cover the full contract amount plus any price agreements through the end of the job.

Please authorize the Treasurer to make the transfer of securities, and also authorize the U.S. National Bank to release the balance from the certificate of deposit on April 13.

Thank you very much for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:pd

cc: Ms. Ella Anderson, U.S. National Bank

NOTED
V. E. [illegible]

RECEIVED
HIGHWAY ACCOUNTING

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Co.
Contract 7937 and 8338

Due to the reduction in retainage requirements on Contract 7937, Donald M. Darke Company per attached letter has requested a change in their certificate of deposit.

Security receipt 209146 for TCD 297341 can be released upon replacement as indicated in Mr. Kanes letter.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

bc: C.W. Head(Att.)
R. Church (Att.)
C.W. Barrett(Att.)

8338

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Donald M. Drake Company
Contracts 7937 and 8338

Due to the reduction in retainage requirements on Contract 7937 Donald M. Drake Company per attached letter has requested that the $30,000 in Municipal Bonds held by your office be transferred to Contract 8338.

Clairmont Water District	Rec. #2028	$20,000
City of Nyssa	Rec. #2298	10,000

Please made the necessary transfer.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

NOTED
C. W. HEAD

bc: C.W. Head(Att.)
R. Church(Att.)
C.W. Barrett(Att.)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 20, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8333

Safekeeping receipt 209362 for certificate 297593 in the amount of $40,000 maturing July 12, 1977 has been received. This replaces receipt 209146 for certificate 297341 in the amount of $170,000.

Of the $40,000 on certificate 297593, $10,000 is being applied to 7937 and $30,000 to 8338.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

cc: Donald M. Drake Company

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 22, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe,
Cashier

Re: Donald M. Drake Company
Contract 8338

We have received safekeeping receipts 2416 and 2417 in the amounts of $20,000 and $10,000 that are being applied to this contract.

The total deposit in lieu of retainage on this contract is $60,000.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Donald M. Drake Company

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

8354

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Donald M. Drake Company
Contracts 7937 and 8338

We have received safekeeping receipt 210193 for savings certificate 312930 in the amount of $40,000 maturing October 12, 1977.

This replaces safekeeping receipt 209362 for the same amount. Their is no change in the allocation to the projects.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Donald M. Drake Company

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

NOTED
C. W. HEAD

#2358

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. U 1(11)

STATE PROJECT NO. See Below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. U-215

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of ORegon
Salem, Oregon

DATE PS & E APPROVED: 3-3-76

DATE AUTHORIZATION EFFECTIVE: 10-11-77

FEDERAL ROUTE NUMBER: Secondary 410

STATE ROUTE NUMBER: Primary 20

GENERAL LOCATION:

"South 6th Street RR O'xing - Klamath Falls Section"

GENERAL DESCRIPTION OF WORK:

Remove stage construction striping by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ XX CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND / OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's memorandum of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 5 at a total estimated cost not to exceed $1,500, Federal Funds $1,175.

NOTED
F. B. KLABOE

DATE: 11-30-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8338 8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 17, 1978

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald B. Kane
Controller

Re: Contracts 8338 and 8589

Gentlemen:

The City of Nyassa bonds totalling $10,000.00 were released to you by the State Treasurer.

We have received safekeeping receipt 211495 for TCD 351951 for $100,000.00

Security Allocation:

Prior		New	
Contract 8338:			
Clairmont Bonds*	$20,000	Clairmont Bonds*	$20,000
Nyassa Bonds*	10,000	Safe. Rec. 211495	40,000
Safe. Rec. 210864	30,000		
	$60,000		$60,000

*Held by Oregon State Treasurer

Contract 8589:			
Safe. Rec. 210864	$10,000	Safe. Rec. 211495	$60,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank
Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8338

2

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 24, 1978

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald B. Kane
Controller

Re: Contract 8338

Gentlemen:

Retainage requirements on this project have been reduced to $35,000.00. You presently have $60,000.00 deposited in lieu of retainage on this contract. $25,000.00 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank ($40,000)
Oregon State Treasurer ($20,000)

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr.

E-230 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calendar Days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 29, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays from~~ calendar days see below ~~days to .... days~~, within which to complete our Contract No. 8338, without the assessment of liquidated damages. The said contract is described as follows: South 6th Street Railroad O'xing (Klamath Falls)

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1.	Extensions of Time resulting from past work performance:	67 Calendar Days
2.	Extensions of Time which will be required on future work performed:	18 Calendar Days
	Total	85 Calendar Days

Respectfully submitted,

Donald M. Drake Company
Contractor

W E Smith
By W.E. Smith
Vice President, Construction

CONSENT OF SURETY

Date March 29, 1978

We, The Travelers Indemnity Company
...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean L Beck
Attorney-in-fact
Dean L. Beck

(SEAL)

Corroon & Black of Oregon Inc.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8338 Contractor Donald M. Drake Co., Inc.

Highway Klamath Falls - Lakeview

Section S. 6th. St. R.R. O'Xing (Klamath Falls)

Kind of Work Structure deck replacement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

68 calendar day extension granted due to:

1.	Increased quantities and extra work performed to date	50 calendar days
2.	Future extra work required	18 calendar days
	Total	68 calendar days

to a new specified completion date for Phase B of July 24, 1978.

Recommended for Approval:

Robert C

Regional Engineer

C B Jackman

For

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8338

Project designation US 31 (11) State-Federal

Date awarded April 8, 1976

Work started May 25, 1976

Per cent completed 98%, November 15, 1977 Date

No. of ~~Workdays~~ Calender Allowed

No. of ~~Workdays~~ Calender Used

No. of Added ~~Workdays~~ Calender Requested 85

SP*67855-734

TABLE I

Description: Section: South 6th Street Railroad O'xing (Klamath Falls)
Contract No. 8338

Item of Work	Additional Work Days Required		Additional Calendar Days Required
1. Extensions of Time resulting from past work performance under or due to:			
1(A) Increases in Contract Unit Price Quantities			
1(A)(1) BI 5	1		
1(A)(2) BI 23	2		
1(B) Force Account			
1(B)(1) F.A. 4	1		
1(B)(2) F.A. 5	4		
1(B)(3) F.A. 6	2		
1(C) Force Account performed for Pacific Northwest Bell Telephone Company	23		
1(D) Delays resulting from Pacific Northwest Bell Telephone Company	15		
Subtotal:	48	which equals	67
2. Estimated extensions of Time which will be required on future work performed under or due to:			
2(A) Force Account			
2(A)(1) F.A. 4	8		
2(A)(2) F.A. 8	5		
Subtotal:	13	which equals	18
Total:	61		85

We await your favorable response to this Time Extension Request.

Very truly yours,

E.W. Smith by E

E.W. (Bill) Smith
Project Superintendent

EWS:mc

approximately twenty-five (25) working days which resulted in a net loss of fifteen (15) working days in which no other constructive work could be performed and therefore, fifteen (15) working days were added to the contract duration.

In reference to Item 2(A), this work will have to be performed during the construction season of 1978, and it is estimated that under Item 2(A)(1) Force Account #4, Stripe Coat Upper Flanges an additional eight (8) working days may be required to perform the work and that under 2 (A)(2) Force Account #8, Repair at Bent 13, an additional five (5) working days may be required to perform the work. In regard to Item 2(A)(1), we believe that if the actual work could be performed without any delays caused by the normal operations of the Southern Pacific Transportation Company, only four (4) actual working days are required; however, it is anticipated that we can expect at least one-hundred percent (100%) delay in the performance of the work due to Southern Pacific Transportation Company's normal operations and, therefore, we have requested eight (8) working days.

It should be noted that the times requested under Item 1 could not be performed concurrently with each other; however, the estimated times requested under Item 2 could possibly be performed concurrently and therefore, would not be additive.

In Table 1 we have detailed the number of work days required in addition to the contract duration and have converted this to the number of calendar days required in addition to the stipulated contract sum.

This conversion results in a request for sixty-seven (67) calendar days under Item I and eighteen (18) calendar days under Item 2.

Along with this letter, you will find Oregon State Highway Department Form E-320 Contractors Request for Increase in Number of Calendar Days to Complete Construction Contract, properly executed; Power of Attorney, properly executed by The Travelers Indemnity Company; and the Oregon State Highway Department Form, Engineers Recommendation Regarding Contractors Request for Increase in Number of Calendar Days to Complete Construction Contract.

2. Extensions of time which will be required on future work performed under or due to:

    A. Force Account Work:

        1. Force Account #4
        2. Force Account #8.

In reference to Item 1(A) above, Bid Item 5, Temporary Continuous Rail Traffic Barrier-Reflectorized, and Bid Item 23, Structural Concrete, Class 4000, were increased. Regarding B.I. 5, approximately 230 LF were added to the project which resulted in adding one (1) additional working day to the contract duration. Regarding B.I. 23, Bent-4 needed supplementary modifications which required added forming, pouring, and rebar which resulted in adding one (1) additional working day to the contract duration; and, the wing walls at Bents 1 and 16 needed supplementary modifications which required added work which resulted in adding two (2) additional working days to the contract duration.

In reference to Item 1(B) above, Force Account #4, Stripe Coat Upper Flanges, resulted in adding one (1) additional working day to the contract duration; Force Account #5, Additional Removal at Concrete Beams, resulted in adding four (4) additional working days to the contract duration; and Force Account #6, Remove Striping, resulted in adding two (2) additional working days to the contract duration.

In reference to Item 1(C), Donald M. Drake Company was requested by the Oregon State Highway Department to install telephone ducts in the overhang for Pacific Northwest Bell Telephone Company.

During the months of August and September 1977, approximately twenty-three (23) working days were expended in installing these ducts and the cost thereof was directly charged to Pacific Northwest Bell Telephone Company.

In reference to Item 1(D), Pacific Northwest Bell Telephone Company was to install a duct bank and vault at each end of the structure during the construction year of 1977. The reasonable time agreed upon to perform the work by the Oregon State Highway Department, Pacific Northwest Bell Telephone Company, and Donald M. Drake Company was approximately ten (10) working days which consisted of five (5) working days at each end of the structure. However, difficulties beyond their control were encountered at one end of the structure and the actual installation took

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226 3991

March 29, 1978

Oregon State Highway Division
2128 Highway 97 South
Redmond, Oregon 97756

Attention: Norman Krehbiel

Reference: South 6th Street Railroad O'xing
(Klamath Falls)
Contract No. 8338

Subject: Time Extension Request

In accordance with the Oregon State Highway Division, Standard Specifications for Highway Construction, Section 108.09, Adjustment of Contract Time, we respectfully, request a contract time extension as detailed.

This request is made in order to extend the calendar date requirement as stated in the Special Provisions Section 108.08 (B), Contract Time.

We have itemized our request in the following manner:

1. Extensions of time resulting from past work performed under or due to:
    - A. Increases in Contract Bid Unit Price Quantities.
    - B. Force Account Work performed for Oregon State Highway Division.
    - C. Force Account Work performed for Pacific Northwest Bell Telephone Company under Section 105.06 and Utility Lines on Structures of the Special Provisions.
    - D. Delays to the performance of our work due to Pacific Northwest Bell Telephone Company.

The contractor claims a delay of 15 working days due to the inability of the Telephone Company to complete work required in their adjustment of Telephone Company facilities. The Telephone Company, in conjunction with this contract, had to concurrently construct some duct banks and vaults at the ends of the structure. The Telephone Company started work in a timely fashion but due to delays beyond their control required more time than was anticipated to complete this work. The net result was a delay of at least 15 working days to the contractor and time should be granted for this purpose.

The contractor claims an additional 13 working days will be required to complete outstanding extra work on the project. This work is the completion of EWO No. 4, Stripe Coat Upper Flanges, and EWO No. 8, Repair Defective Concrete Sections. In our opinion, the contractor's estimate is correct for these items and this time should be granted.

In summary, the contractor has claimed delays amounting to 62 working days which converts to 85 calendar days. The recommendations contained above indicate that the contractor should be granted 49 additional working days which converts to a time extension of 68 calendar days. The project is currently under a stop work order and it is anticipated that the 68 calendar day extension, which extends the specified completion date on this project to July 24, 1978, should be sufficient to complete the work required under the contract. It should be noted that the work required under Phase A, the completion of a new deck on one-half the structure and the entire structure opened to four lanes of traffic, was completed within the specified time of November 1, 1976.

It is therefore recommended that the specified completion date for Phase B, the completion of all work, be extended to July 24, 1978. This is a federal-aid project and FHWA concurrence in this time extension is required. A rough draft letter to FHWA and to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8338

Salem, Oregon
May 16, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S. 6th Street RR O'xing
(Klamath Falls)
Contract No. 8338

The contractor on the subject project, Donald M. Drake Company, Inc., has requested an extension of time in the amount of 85 calendar days in which to complete this contract. Pertinent time data are:

Contract awarded	April 8, 1976
Work started	May 25, 1976
Specified completion	(A) November 1, 1976
	(B) November 1, 1977
Anticipated completion	(B) July 24, 1978
Additional time requested	85 calendar days
Additional time anticipated	68 calendar days

The contractor has requested an extension of four working days due to an increase in bid item quantities. His claim in this matter is correct. At the left exterior column at Bent 4, the top 6 feet of the column was removed because of severe concrete deterioration. At Bents 1 and 16, the 4 new wing walls were extended to the edge of the bridge end panels. This added work warrants additional time and four working days should be granted for this.

Additional time in the amount of 30 working days is claimed due to extra work on the project. Our records indicate that EWO No. 4, Stripe Coat Upper Flanges, and EWO No. 6, Remove Striping, required two working days and these should be returned to the contractor. EWO No. 5 consisted of the removal of 6 feet of column at Bent 4, investigative concrete removal at Bent 13 and beam concrete removal. This work required four working days which should be returned to the contractor. The contractor also performed extra work for the Pacific Northwest Bell Telephone Company as provided in the project Special Provisions. The contractor claims a 23 workday delay for this work, however, our records indicate that this work did not totally delay the contractor in the execution of his required work under the contract and that an average of 47 percent of the labor force was working on the Telephone Company extra work. The remaining labor force was performing work required under the contract. The work done for the Telephone Company did embrace a 23 workday time period, however, the effective delay to the contract was only 47 percent of that, or a total delay of 11 working days which should be returned to the contractor.

RECEIVED
STATE HWY ENGR
MAY 17 '78
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

the contractor. The contractor also performed extra work for the Pacific Northwest Bell Telephone Company as provided in the project Special Provisions. The contractor claims a 23 workday delay for this work; however, our records indicate that this work did not totally delay the contractor in the execution of his required work under the contract and that an average of 47 percent of the labor force was working on the Telephone Company extra work. The remaining labor force was performing work required under the contract. The work done for the Telephone Company did embrace a 23 workday time period; however, the effective delay to the contract was only 47 percent of that, or a total delay of 11 working days which should be returned to the contractor.

The contractor claims a delay of 15 working days due to the inability of the Telephone Company to complete work required in their adjustment of Telephone Company facilities. The Telephone Company, in conjunction with this contract, had to concurrently construct some duct banks and vaults at the ends of the structure. The Telephone Company started work in a timely fashion but due to delays beyond their control required more time than was anticipated to complete this work. The net result was a delay of at least 15 working days to the contractor and time should be granted for this purpose.

The contractor claims an additional 13 working days will be required to complete outstanding extra work on the project. This work is the completion of Extra Work Order No. 4, Stripe Coat Upper Flanges, and Extra Work Order No. 8, Repair Defective Concrete Sections. In our opinion, the contractor's estimate is correct for these items and this time should be granted.

In summary, the contractor has claimed delays amounting to 62 working days which converts to 85 calendar days. The recommendations contained above indicate that the contractor should be granted 49 additional working days which converts to a time extension of 68 calendar days. The project is currently under a stop work order and it is anticipated that the 68 calendar day extension, which extends the specified completion date on this project to July 24, 1978, should be sufficient to complete the work required under the contract. It should be noted that the work required under Phase A, the completion of a new deck on one-half the structure and the entire structure opened to four lanes of traffic, was completed within the specified time of November 1, 1976.

Your concurrence is requested to extend the specified completion date for Phase B, the completion of all work, to July 24, 1978.

OBJ:fr ia

bc C. T. Keasey
Dale Allen
Norman Krehbiel
Robert Church
Richard Hacek

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

DATE: May 17, 1978

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S. 6th Street RR Oxing (Klamath Falls)
FAP No. US-31(11)
Contract No. 8338

The contractor on this project, Donald M. Drake Company, Inc., has requested an extension of time in the amount of 85 calendar days in which to complete this contract. Pertinent time data are:

Contract awarded	April 8, 1976
Work started	May 25, 1976
Specified completion	(A) November 1, 1976 (B) November 1, 1977
Anticipated completion	(B) July 24, 1978
Additional time requested	85 calendar days
Additional time anticipated	68 calendar days

The contractor has requested an extension of four working days due to an increase in bid item quantities. His claim in this matter is correct. At the left exterior column at Bent 4, the top 6 feet of the column was removed because of severe concrete deterioration. At Bents 1 and 16, the four new wing walls were extended to the edge of the bridge end panels. This added work warrants additional time and four working days should be granted for this.

Additional time in the amount of 30 working days is claimed due to extra work on the project. Our records indicate that Extra Work Order No. 4, Stripe Coat Upper Flanges, and Extra Work Order No. 6, Remove Striping, required two working days and these should be returned to the contractor. Extra Work Order No. 5 consisted of the removal of six feet of column at Bent 4, investigative concrete removal at Bent 13 and beam concrete removal. This work required four working days which should be returned to

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 20, 1978

In reply refer to: HFO.4/5-OR

SUBJECT: Oregon Project US-31(11)
S 6th Street RR Oxing (Klamath Falls)
Time Extension Request

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

We have reviewed and concur in the time extension for the above project as requested in your May 17 memorandum. This will extend the specified completion date for Phase B, the completion of all work, to July 24, 1978.

Our concurrence is based on the additional work required to complete the project including any delay due to the Telephone Company. It is also noted that the structure was opened to four lanes of traffic within the specified time of November 1, 1976.

G.K. Hosner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 21 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8338 8

June 21, 1978

Donald M. Drake Company, Inc.
1740 Northwest Flanders Street
Portland, OR 97209

Gentlemen:

Time Extension Request
S. 6th Street RR O'xing (Klamath Falls)
Contract No. 8338

Your request for an extension in the specified completion date of the above project has been carefully evaluated and an extension of 68 calendar days to a new specified completion date of July 24, 1978 for Phase B of the project is hereby granted.

Time has been granted due to increases in contract quantities, contract force account work, force account work for the Telephone Company, and delays due to Telephone Company activities at the ends of the structure.

Should you have additional questions in this matter, please contact the Resident Engineer or the Region Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc C. T. Keasey
Dale D. Allen
Norman Krehbiel
Robert Church
Richard Hacek
FHWA

UNITED STATES NATIONAL BANK OF OREGON

COPY

May 26, 1978

The Honorable Clay Myers
State Treasurer
State Capitol
Salem, Oregon 97310

Dear Sir

RE Donald M. Drake Company:
Oregon Highway Department Contract
Nos. 8338 and 8589

As security for loan indebtedness, Donald M. Drake Company has granted to United States National Bank of Oregon a security interest in the retainage under the above referenced Oregon State Highway Department contracts. We understand from Drake that this retainage is held by you in the form of four $5000 each municipal bond certificates in bearer form.

At such times as Donald M. Drake Company shall become entitled to receive the retainage, you are directed to deliver such bonds, or their replacements or proceeds, directly to the United States National Bank of Oregon, 321 S. W. Sixth Avenue, Portland, Oregon 97204, attention Edgar H. Whitt, Vice President.

Would you kindly confirm receipt of this letter in the space provided on the enclosed copy and return it to us.

Thank you.

Sincerely

Edgar H. Whitt
Edgar H. Whitt
Vice President

The foregoing letter and instructions for disposition of retainage funds are hereby confirmed this 31st day of MAY 1978.

DONALD M. DRAKE COMPANY

By Franklin Drake
Franklin G. Drake, President

Confirmed:

Clay Myers, State Treasurer Date

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 21, 1978

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Donald M. Drake Company

Gentlemen:

The request included in U.S. National Banks' letter of May 26th appears to be in order. The confirmation copy should be signed and returned to the bank.

I would suggest that a new safekeeping receipt be issued to indicate said instructions.

We will notify you in the future at such time as we authorize releasing said bonds.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: United States National Bank of Oregon

bc: C.W. Head/att.
R. Church/att.
C.W. Barrett, Jr./att.

Form 81-734-3122

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. US-31(11)

STATE PROJECT NO. See below

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. U-215

TO:

Mr. F. B. Klaboe
Chief o f Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-3-76	8-17-78	Secondary 410
		STATE ROUTE NUMBER
		Primary 20

GENERAL LOCATION:

S. 6th St. R.R. o'xing - Klamath Falls Section

GENERAL DESCRIPTION OF WORK:

Remove excess A.C. wearing surface at or near 6 expansion joints, place 1/4 inch chip seal on entire bridge deck by State Forces.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A~~N AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 8-17-78, as requested in Mr. Keasey's letter of 8-31-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for TEC NTE $2,500.

(See PA #2 above work deleted from contractor's work)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-11-78	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

FILE: CON 5 #8338

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 14, 1978

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

SUBJECT: S. 6th Street R.R. O'xing
(Klamath Falls)
Contract No. 8338

TO: H. S. Coulter
State Highway Engineer

My letter of May 16, 1978 recommended a 68-day time extension for the subject project. At that time the project was currently under a stop work order and it was anticipated the 68 calendar day extension would extend the specified completion date to July 24, 1978. This date assumed rescinding the stop work order June 1, 1978. The stop work order was actually rescinded June 5, 1978. The new specified completion should be corrected to July 28, 1978.

A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Robert Church

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 15 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8338

8

September 15, 1978

Donald M. Drake Company, Inc.
1740 Northwest Flanders Street
Portland, OR 97209

Gentlemen:

S. 6th Street RR O'xing, Contract No. 8338

The new specified completion date for the above project is hereby revised from July 24, 1978 to July 28, 1978.

This revision is due to the additional four days the project was under shutdown.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:fr ia

bc FHWA
C. T. Keasey
D. D. Allen
Norman Krehbiel
Robert Church
Richard Hacek

8337

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

October 25, 1978

Geo Hopkins

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: South 6th St. O'Xing.
Klamath County
Contract 8338

TO: Robert C. Pool
Region Construction Engineer
Bend

You have the concurrence of this office to accept subject contract, "As is", per your letter of September 20, 1978.

This response has been slow and our concurrence is given with reluctance.

This is the second instance recently that you requested our acceptance of a project which I feel did not fully comply with accepted standards.

A finished project which does not show a reasonable quality level of workmanship reflects adversely on the inspectors, resident engineers and Region. It also implies failure to attain consistent and uniform contract requirements Statewide by the Construction Field Engineer.

You and I have discussed this issue on previous occasions and I believe that we are in general agreement that we must be consistent in enforcing contract specifications in all areas of the State.

Another point that I wish to make is that it becomes very embarrassing to approach FHWA and request their construction personnel to accept a project with which we are not completely satisfied.

Please discuss this area of concern with your Resident Engineers and give adequate and timely instructions to prevent this sort of thing from reoccurring.

GH:mk

cc: H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
OCT 26 '78
REFER TO
FOR
Info Inves R/D D-R Sign Act File

8338

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 8, 1979

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Donald M. Drake Co.

We have received safekeeping receipt 214960 for $100,000.00 savings certificate No. 00 411002 which replaces certificate No. 399635 (Receipt No. 214686).

The allocation of funds remains:

Contract	Amount
8338	$35,000.00
8589	60,000.00
Unallocated	5,000.00

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Donald M. Drake Co.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev 7-77)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	- No activity, Project complete
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Required paperwork from the contractor and semi-final preparation to be completed by February 1, 1979.

CC: Constr. (3)
Region 1
File 1

SIGNED N. D. Krehbiel LOCATION Redmond
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8338

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. 6th. St. R.R. O'xing (Klamath Falls)

WEEK ENDING: January 13, 1979

SECTION PREFIX: 018-1032

HIGHWAY: Klamath Falls - Lakeview

COUNTY: Klamath

NAME OF JOB: S. 6th. St. R.R. O'Xing (Klamath Falls)

KIND OF WORK: Deck Replacement

CONTRACTOR: Donald M. Drake

CONTRACT NUMBER: 8338

FEDERAL AID PROJECT NUMBER: US 31 (1b)

DATE OF CONTRACT: April 8, 1978

DATE WORK STARTED: May 25, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: (a) 11/1/76 (b) 11/1/77

PERCENT OF TIME ELAPSED: (a) 100% (b) 123%

PROJECT AUTHORIZATION: $ 1,439,689.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 1,337,311.58

ENGINEERING AUTHORIZATION: $ 102,377.92

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,337,311.58

ENGINEERING COST TO DATE: $ 113,397.57

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: (a) 11/1/76 (b) 8/1/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keesey
Bond
Jackmond
Hopkins
Johnson
Inloes
RECEIVED
JAN 16 1979
CONSTRUCTION SECTION
Richards
Olson
Berg
Church
Gebauer
Widmer

8338

April 2, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8338 awarded to Donald M. Drake Company for bridge deck replacement on the S. 6th Street Railroad Overcrossing on the Klamath Falls-Lakeview Highway in Klamath County was completed on August 1, 1978, and accepted by the State Highway Engineer on March 29, 1979.

Final payment in the amount of $104.15 will be released to the contractor after April 9, 1979. The total contract amount is $1,197,859.47 including $12,485.91 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda

cc Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

18331

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 16, 1979

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

Attention: Donald B. Kane
Controller

Re: Contract 8338

Gentlemen:

This contract has been finalled and the $35,000.00 Securities posted in lieu of retainage are hereby released. Please notify this office of the disposition of these deposits.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: ~~C.W. Head~~
R. Church
C.W. Barrett, Jr.

RECEIVED
APR 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

S. 6th St. R.R. O'xing (Klamath Falls)
Nonparticipating - State work

State Responsibility for Damages	All Required	$ 500.00

Illumination

Salvage and Reinstall Existing Light Poles	All Required	$ 2,365.00
Frangible Aluminum Pole Bases	All Required	1,928.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	2,559.00
	Subtotal Using Alternate 1	$1,174,424.00

Anticipated Items

Railroad Protective Cost (R.R.)	All Required	$ 63,000.00
Permanent Pavement Striping (S.F.)	All Required	500.00
Stage Constructin Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	100.00
On-the-Job Trainee (4 at $800)(E.W.)	All Required	3,200.00
Stripe Coat Upper Flanges and Repair Damaged Paint on Steel Girders (E.W.)	All Required	1,500.00
Additional Removal of Concrete Beams beyond Plan Requirements (E.W.)	All Required	5,000.00
Special Deck Curing (E.W.)	All Required	6,000.00
		$ 79,800.00
	Subtotal	$1,254,224.00
	Engineering	125,422.00
	Total (Alternate 1)	$1,379,646.00

* Experimental, Catagory 2

Length of Project - - - - - - - - - - 0.43 Mile

Work Retained in Program Status
(Not included in totals below)

Other Railroad Costs	All Required	$ 25,000.00

Federal Funds -	$1,078,745.00
State Funds -	300,901.00
Total	$1,379,646.00

Group 1	100%
Contract No.	8338
Prefix No.	18-1032

Oregon State Highway Division
Salem, Oregon, April 13, 1976

Federal-Aid Project
No. US-31(11)

S. 6th St. RR O'xing (Klamath Falls)
Klamath Falls-Lakeview Highway
Klamath County

Project Agreement Estimate.

Type Code X131
Bridge Deck Reconstruction (Sta. 25+10 to Sta. 47+80)

Mobilization	All	Required		$ 68,500.00
Temporary Protection and Direction of Traffic	All	Required		23,785.00
Temporary Signs	550	sq.ft.	6.00	3,300.00
Temporary Barricades	15	only	100.00	1,500.00
Temporary Continuous Rail Traffic Barrier Reflectorized	75	lin.ft.	3.00	225.00
Temporary Continuous Rail Traffic Barrier Lighted	1,525	lin.ft.	4.00	6,100.00
Temporary Guard Rail, Type 1 Lighted	200	lin.ft.	6.00	1,200.00
Temporary Guard Rail, Type 1A	1,675	lin.ft.	21.00	35,175.00
Temporary Impact Barrier Modules	14	only	150.00	2,100.00
Temporary Plastic Safety Markers	4	only	85.00	340.00
Flagmen	200	hours	15.00	3,000.00
Removal of Structures and Obstructions	All	Required		3,458.00
Trench Excavation	27	cu.yds.	19.00	513.00
Class "C" Asphalt Concrete	390	tons	28.40	11,076.00
*Asbestos Fiber Asphalt Concrete	290	tons	60.00	17,400.00
8-inch Culvert Pipe	104	lin.ft.	11.00	1,144.00
Concrete Inlets, Type G-1	3	only	235.00	705.00
Capping Inlets	3	only	50.00	150.00
Guard Rail, Type 1A	116	lin.ft.	8.00	928.00
Concrete in Islands	All	Required		504.00
Drainage Curbs	340	lin.ft.	3.25	1,105.00

Structure Alternate 1

Alterations to Existing Structure	All	Required		257,854.00
Structural Concrete, Class 4000 (1,930 cu.yds.)	All	Required		490,078.00
Single Seal Expansion Joint, Type SB 400	160	lin.ft.	200.00	32,000.00
Reinforcement (556,000 lbs.)	All	Required		134,460.00
Reinforced Concrete Bridge End Panels	340	sq.yds.	44.00	14,960.00
Three Tube Metal Railing	1,743	lin.ft.	29.00	50,547.00
4-inch Standard Steel Pipe	40	lin.ft.	3.50	140.00
1-1/2-inch Electrical Conduit	1,775	lin.ft.	3.00	5,325.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

1338 STATE COPY 13

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-141	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-20-76	State **Oregon** County **Klamath** Project No. **US-31(11)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 140, Broad St. to Adams St. (Klamath Falls)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-76	0.43
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 1,379,646	FEDERAL FUNDS $ 1,078,745

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By A. L. Schroeder
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 4-20-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Illumination

Salvage and Reinstall Existing Light Poles	All Required	$ 2,365.00
Frangible Aluminum Pole Bases	All Required	1,928.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	2,559.00
	Subtotal Using Alternate 1	$1,174,424.00

Anticipated Items

Railroad Protective Cost (R.R.)	All Required	$ 63,000.00
Permanent Pavement Striping (S.F.)	All Required	500.00
Stage Constructin Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	100.00
On-the-Job Trainee (4 at $800)(E.W.)	All Required	3,200.00
Stripe Coat Upper Flanges and Repair Damaged Paint on Steel Girders (E.W.)	All Required	1,500.00
Additional Removal of Concrete Beams beyond Plan Requirements (E.W.)	All Required	5,000.00
Special Deck Curing (E.W.)	All Required	6,000.00
		$ 79,800.00
	Subtotal	$1,254,224.00
	Engineering	125,422.00
	Total (Alternate 1)	$1,379,646.00

* Experimental, Catagory 2

Length of Project - - - - - - - - - - 0.43 Mile

Work Retained in Program Status
(Not included in totals below)

Other Railroad Costs	All Required	$ 25,000.00

Federal Funds -		$1,078,745.00
State Funds -		300,901.00
	Total	$1,379,646.00

Group 1	100%
Contract No.	8338
Prefix No.	18-1032

Oregon State Highway Division
Salem, Oregon, April 13, 1976

Federal-Aid Project
No. US-31(11)

S. 6th St. RR O'xing (Klamath Falls)
Klamath Falls-Lakeview Highway
Klamath County

Project Agreement Estimate.

Type Code X131
Bridge Deck Reconstruction (Sta. 25+10 to Sta. 47+80)

Mobilization	All Required		$ 68,500.00
Temporary Protection and Direction of Traffic	All Required		23,785.00
Temporary Signs	550 sq.ft.	6.00	3,300.00
Temporary Barricades	15 only	100.00	1,500.00
Temporary Continuous Rail Traffic Barrier Reflectorized	75 lin.ft.	3.00	225.00
Temporary Continuous Rail Traffic Barrier Lighted	1,525 lin.ft.	4.00	6,100.00
Temporary Guard Rail, Type 1 Lighted	200 lin.ft.	6.00	1,200.00
Temporary Guard Rail, Type 1A	1,675 lin.ft.	21.00	35,175.00
Temporary Impact Barrier Modules	14 only	150.00	2,100.00
Temporary Plastic Safety Markers	4 only	85.00	340.00
Flagmen	200 hours	15.00	3,000.00
Removal of Structures and Obstructions	All Required		3,458.00
Trench Excavation	27 cu.yds.	19.00	513.00
Class "C" Asphalt Concrete	390 tons	28.40	11,076.00
*Asbestos Fiber Asphalt Concrete	290 tons	60.00	17,400.00
8-inch Culvert Pipe	104 lin.ft.	11.00	1,144.00
Concrete Inlets, Type G-1	3 only	235.00	705.00
Capping Inlets	3 only	50.00	150.00
Guard Rail, Type 1A	116 lin.ft.	8.00	928.00
Concrete in Islands	All Required		504.00
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Structure Alternate 1

Alterations to Existing Structure	All Required		257,854.00
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4-inch Standard Steel Pipe	40 lin.ft.	3.50	140.00
1-1/2-inch Electrical Conduit	1,775 lin.ft.	3.00	5,325.00

1331

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-141	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-20-76	State Oregon County Klamath Project No. US-31(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 140, Broad St. to Adams St. (Klamath Falls)

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PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-3-76	0.43
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,379,646	$ 1,078,745

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By A. L. Schroeder
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 4-20-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

Oregon State Highway Division
Salem, Oregon November 6, 1979

Federal Aid Project
No. US-31(11)

S. 6th St. O'Xing (Klamath Falls)
Klamath Falls-Lakeview Highway
Klamath County

Revised Project Agreement Estimate

Type Code X131
Bridge Deck Reconstruction(sta. 25+10 to sta.47+80)

subtotal of previous estimate of April 13, 1976			$1,254,224.00
Previous Estimate			
Temp. Guard Rail Type 1A-lighted	1675 Lin.Ft.	21.00	35,175.00
Class "C" Asphalt Concrete	390 Ton	28.40	11,076.00
			$ 46,251.00
Revised Estimate			
Temp. Guard Rail Type 1A lighted	1753 Lin.Ft.	21.00	$ 36,813.00
Class "C" Asphalt Concrete	770 Ton	28.40	21,868.00
S.F.O.#2 Adj. SPTC Facilities		All Required	23,235.00
			$ 81,916.00
		increase	$ 35,665.00
		subtotal	1,289,889.00
		Engineering	130,111.00
		Total	$1,420,000.00

Length of project. . . 0.43 mile

Federal Funds. . .	$1,110,298.00
State Funds . . .	309,702.00
Total	$1,420,000.00

Group 1-100%
Contract No. 8338
Prefix 18-1032

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-77	. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 1	11-20-77	Project Number US-31(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 20, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,379,646.00	$ 1,420,000.00
Federal funds	$ 1,078,745.00	$ 1,110,298.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and approved S.F.O.#2

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

#8338

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -31(11)

STATE PROJECT NO.: See below

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ___ 1. ___ 2.

ITEM NO.: U-215

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Att	File

DATE PS&E APPROVED: 3-3-76

DATE AUTHORIZATION EFFECTIVE: 12-24-79

FEDERAL ROUTE NUMBER: Secondary 410

STATE ROUTE NUMBER: Primary 20

GENERAL LOCATION:

6th Street RR O-xing - Klamath Falls SEction

GENERAL DESCRIPTION OF WORK:

Revised costs for RR adjustments

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AN XXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-24-79, as requested in Mr. Keasey's letter of 1-15-80 revising the TEC for temporary adjustment of railroad facilities to $31,211 with Federal participation limited to $24,403. (SFO #1 Supp #1) (Increase TEC $6,211 - F.F. $4,856)

DATE: 1-22-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

The project was completed on August 1, 1978.

The final amount of the original contract items was $1,186,697.35 or a 1.0% overrun of the contract bid amount. The final contract amount, including engineering, railroad protective charges and all changes was $1,412,035.84.

A final inspection of the completed was was made on September 7, 1978.

All participating work has been completed.

8 33?

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 3-28-80	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. US-31(11)
COMPLETION DATE 8-1-78	ACCEPTANCE DATE BY CONTRACT AGENCY 3-29-79	TIME ELAPSED See below %	CONTRACT TIME Specified completion date
APPROVED EXTENSIONS see below	LOCATION South 6th Street in City of Klamath Falls, Klamath County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO
Heavey
FOR
Info Inves R/D D/R Sgn Ans File

4/14
cy

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. 6th STREET RR O'XING (KLAMATH FALLS)
KLAMATH FALLS - LAKEVIEW HIGHWAY
STRUCTURE REPAIR

This project provided for the removal and replacement of the existing concrete deck and other specified concrete. This work was necessary due to the poor condition of the deck which resulted from the use of de-icer salts which are used on this street.

The project was awarded to Donald M. Drake Company of 1740 N. W. Flanders Street, Portland, Oregon 97209 on April 8, 1976. The contract amount was $1,174,424. Work began on the project on May 25, 1976.

The contract provided for two "contract times" with the intermediate or first contract time being November 1, 1976 at which time all work required to complete the new deck on one-half the structure (with traffic restored to all 4 lanes) was specified, and, the final or second completion date of November 1, 1977, at which time all project work must be completed. The contractor completed the work required under the first time schedule on time but did not complete the project until August 1, 1978. The contractor requested, and was granted, a time extension based on additional work which was performed and certain delays encountered with utility moves which had to be coordinated with the project work. The completion date was modified to July 28, 1978 as a result of the time extension. Therefore, four days of liquidated damages was charged to the contractor at the specified contract rate of $150 per day.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-1-80	TITLE Field Operations Engr	DATE 4-1-80

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

R.R. 458 5-28-76

8338 S. 6th St. R.R. O'Xing 1976
(Klamath Falls) Sec.
(Bridge deck replacement) ■

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data: FAU 0970.

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: Not applicable.

Parking Restrictions: No parking.

ADT:

Present (1975)	28,000
Future (1995)	34,500

GEZ:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-8337 [illegible]

Salem, Oregon

April 10, 1975

Mr. D. W. Swan
Project Management

for DEZ
Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

County: Multnomah Section: Hawthorne Bridge Section
Hawthorne Boulevard, FAU 0970

Proposed Work: Multnomah County to perform field phase of preliminary engineering necessary to prepare preliminary plans and specifications. State to perform preliminary engineering necessary to prepare project for contracting.

Costs:

	Total	Federal	State	60
*Preliminary Engineering	$ 16,000	$ 12,480	$ 1,760	1,760
Right-of-Way	--	--	--	--
Construction	(304,000)	237,120	33,440	33,440
	$320,000	$249,600	$35,200	35,200

*Field--$11,000 P.S.&E.--$5,000

Existing Facilities: 52-foot pavement four lanes, 6-foot wooden sidewalks.

*Proposed Project: Modernize the equipment which controls the lift span operation on the Hawthorne Bridge.

Project No.: M-0970(-).

Additional Right-of-Way: None.

System Action: None Required. Interim Urban System approved 3/3/75.

Railroads: None.

Airports: None.

*See attached project request.

☑ ENGR. ☐ ASST. ● OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

The main structure consists of a six span steel
tely 1383 feet in length with a 250-foot 10-inch
idth of 52 feet, 6-foot wooden sidewalks each
East approach is reinforced concrete steel
1,900 feet in length and the west approach is
prestressed beam approximately 310 feet in

under this project consists of the following:

of preliminary engineering.

ion consisting of the replacement of the existing
motors and controls with modern equipment; instal-
main hoist cables and replacing the existing manual
ontrol gates with automatic gates operated from the
control center and revision of signing.

the preliminary engineering will be accomplished by
orces with required supervision and contracting by

ports, Railroads, Water Developments, Historical and
None involved. Interiam Urban System approved by

f-Way: None required.

ments:

earings - - - None required under provisions of para. 6C.

design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28. 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - Field work - - - - $11,000
PS & E Preparation - - - - 5,000

Note: This project is in Congressional Districts No. 1 and 3.

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

Existing Facility: The main structure consists of a six span steel thru truss approximately 1383 feet in length with a 250-foot 10-inch lift span, roadway width of 52 feet, 6-foot wooden sidewalks each side and approaches. East approach is reinforced concrete steel girder approximately 1,900 feet in length and the west approach is reinforced concrete prestressed beam approximately 310 feet in length.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Construction consisting of the replacement of the existing lift span motors and controls with modern equipment; installation of main hoist cables and replacing the existing manual traffic control gates with automatic gates operated from the lift span control center and revision of signing.

Note: Portions of the preliminary engineering will be accomplished by Multnomah County forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interiam Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisions of para. 6C.
(b) Location/design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and Distr house A-95 review under working agreements dated Apri October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action project.

Urban Transportation Planning (PPM 50-9): Not appli project will not result in an alteration of land use patterns that would require a significant change in or underway.

Data for PR-37:

Preliminary Engineering - - - - Field work -
PS & E Preparation -

Note: This project is in Congressional Districts No

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

PR-1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

-12-75

ge (Portland)	ADT	PRESENT 28,000	FUTURE 34,500	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 34

FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
				A6		M-	0970	(1)	

n System

COUNTY NAME Multnomah CODE 051

PROGRAM STAGE ☐ 1 OR ☒ 2

land 025

ROUTE NO. U FEDERAL-AID 0970 STATE City St. U.S. - -

RECEIVED
COUNTY & CITY SECTION
MAY 19 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ■ UF
☒ UPE ☐ CE ☐ ☐

MINI (description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Hawthorne land)	0.26	16,000	12,480	1,760	1,760 (Co.)	P.E. all phases incl. PS & E prep. Install modern lift span equipment incl. automatic traffic control gates and signing.
Bridge						
	0.26	304,000	237,120	33,440	33,440 (Co.)	ROW - 80' min.; Access control-N.A.; Parking restrictions-complete.
PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200	

REMARKS

-over-

USCOMM-DC 48908-P61

FAU

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO. 5-118

DATE SUBMITTED TO W.O. MAY 1 6 1975

FORM PR-1 (REV. 4-61) 5-12-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	City Street, Hawthorne Bridge (Portland)	ADT	28,000	34,500	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	P.E., Replace Lift Span Equipment						A6		M-	0970

CLASS OF FEDERAL FUNDS: Urban System

COUNTY NAME: Multnomah — CODE 051

NAME OF URBAN AREA: Portland 025

ROUTE NO. U — FEDERAL-AID 0970 — STATE City St. — U.S. - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5	10			1	**PE**	3	City Street, Hawthorne Bridge (Portland)	0.26	16,000	12,480	1,760	1,760 (Co.)
5					**ROW**		"Hawthorne Bridge Section"					
5	30			3	**CONST** (CODE) X032	3		0.26	304,000	237,120	33,440	33,440 (Co.)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200

PROGRAM APPROVAL DATES: MAY 1 6 1975

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 1 9 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ■ UF
☑ UPE ☐ CE ☐ ☐

FHWA OREGON DIVISION

-OV

FAU

Transaction No. 5-118

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-16-75

BY (Signature): L. W. Rulien's May 12, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 34 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
34	M-0970(1)	0.26	320,000	249,600	Hawthorne Bridge Section, Multnomah County - State of Oregon	Preliminary Engineering, Replace Left Span Equipment

5-16-75

RECEIVED
COUNTY & CITY SECTION
MAY 19 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ DPE ☑ CE ☑ RE ☐ RPE ☐

REMARKS (Division)

I concur that this project is a non-major action as set forth in FHPM 7-7-2.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-16-75	C R Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

8337

FORM PR-48
(Rev. 8-71)

GPO 915-490

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

structure consists of a six span steel
feet in length with a 250-foot 10-inch
2 feet, 6-foot wooden sidewalks each
roach is reinforced concrete steel
t in length and the west approach is
ed beam approximately 310 feet in

is project consists of the following:

minary engineering.

ting of the replacement of the existing
d controls with modern equipment; instal-
t cables and replacing the existing manual
tes with automatic gates operated from the
center and revision of signing.

minary engineering will be accomplished by
required supervision and contracting by

lroads, Water Developments, Historical and
volved. Interiam Urban System approved by

ne required.

- None required under provisions of para. 6C.
- Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - Field work - - - - $11,000
PS & E Preparation - - - - 5,000

Note: This project is in Congressional Districts No. 1 and 3.

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

Existing Facility: The main structure consists of a six span steel thru truss approximately 1383 feet in length with a 250-foot 10-inch lift span, roadway width of 52 feet, 6-foot wooden sidewalks each side and approaches. East approach is reinforced concrete steel girder approximately 1,900 feet in length and the west approach is reinforced concrete prestressed beam approximately 310 feet in length.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Construction consisting of the replacement of the existing lift span motors and controls with modern equipment; installation of main hoist cables and replacing the existing manual traffic control gates with automatic gates operated from the lift span control center and revision of signing.

Note: Portions of the preliminary engineering will be accomplished by Multnomah County forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interiam Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisions of para. 6C.

(b) Location/design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and
house A-95 review under working agreements dated
October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action proje

Urban Transportation Planning (PPM 50-9): Not
project will not result in an alteration of land
patterns that would require a significant change
or underway.

Data for PR-37:

Preliminary Engineering - - - - Field wor
PS & E Preparati

Note: This project is in Congressional District

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-12-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
reet, Hawthorne Bridge (Portland) 65		28,000 (66)	34,500 (70)	95 (71) (72)	10	Oregon	41 (2) (3)	W36 (4) (9)	34 (14) (18)

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
an Equipment 62	(63) (65)	(66) (68)	(68)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	0970 7	(1) 13	(24) (26)	27

Urban System	COUNTY NAME Multnomah		CODE 051 (14) (16)	PROGRAM STAGE	
Portland	ROUTE NO. U	FEDERAL-AID 0970 (32)	STATE City St. (36) (37)	U.S. - - (41)	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53	City Street, Hawthorne Bridge (Portland)	(54) (58)	(59) (66)	(67) (76)			
			0.26	16,000	12,480	1,760	1,760 (Co.)	P.E. all phases incl. PS & E prep. Install modern lift span equipment incl. automatic traffic control gates and signing.
		"Hawthorne Bridge Section"						
			0.26	304,000	237,120	33,440	33,440 (Co.)	ROW - 80' min.; Access control-N.A.; Parking restrictions-complete.
		PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200	
				(16) (23)	(24) (33)			

RECEIVED
COUNTY & CITY SECTION
MAY 12 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ RE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

ATES

REMARKS

-over-

USCOMM-DC 46868-P61

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-12-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City Street, Hawthorne Bridge (Portland)	ADT	PRESENT 28,000	FUTURE 34,500	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Replace Lift Span Equipment	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0970

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah				CODE 051
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 0970	STATE City St.	U.S. - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City Street, Hawthorne Bridge (Portland)	0.26	16,000	12,480	1,760	1,760 (Co.)
5					ROW							
5	-				CONST (CODE) X032		"Hawthorne Bridge Section"	0.26	304,000	237,120	33,440	33,440 (Co.)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200

PROGRAM APPROVAL DATES

REMARKS

RECEIVED
COUNTY & CITY SECTION
MAY 12 1975
☑ ENGR. ☐ COOR. ☐ UE ☐ RE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8331

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

PRO 6-2

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0970(1)

RECEIVED
COUNTY & CITY SECTION
MAY 12 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☒ UE
☑ OPE ☒ CE ☐ RE ☑ RPE ☐

We are submitting program data for one Urban System project, Item No. 34, Project No. M-0970(1), "Hawthorne Bridge Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Multnomah County and State forces necessary to obtain PS & E approval.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

Enclosed is a copy of Multnomah County's "Federal-aid Urban System Project Request" dated March 7, 1975.

Encl.

CL:js

8339

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

PRO 6-2

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0970(1)

RECEIVED
COUNTY & CITY SECTION
MAY 12 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☒ UE
☑ OPE ☑ CE ☐ RE ☑ RPE ☐

We are submitting program data for one Urban System project, Item No. 34, Project No. M-0970(1), "Hawthorne Bridge Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Multnomah County and State forces necessary to obtain PS & E approval.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

Enclosed is a copy of Multnomah County's "Federal-aid Urban System Project Request" dated March 7, 1975.

Encl.

CL:js

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8337

fau

**OREGON STATE
HIGHWAY DIVISION**

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3143

Robert W. Straub
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 19, 1975

Mr. Oliver Domreis
Department of Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

Multnomah County is hereby authorized to proceed with preliminary engineering for the Hawthorne Bridge project proposed for modernizing motors and controls on that structure in accordance with the project agreement.

For your information we are attaching a copy of the "Authority For Survey". In all correspondence and records please make reference to survey prefix 26-1933 and project number M-0970 (1).

Please caution all County personnel who will be working on this project that clear records of time and expenses are absolutely imperative. Any failure may result in unnecessary disputes and non-participation by Federal and State funds.

If you should anticipate that costs will overrun the authorization, please contact this office as soon as that fact becomes apparent. Timely notice is important in any approval of additional authorization.

Very truly yours,

Jon Rose

Jon Rose
Region Federal Aid Engineer

JR/lms
bc: Metro
Dick Unrein ✓

RECEIVED
COUNTY & CITY SECTION
MAY 21 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ● UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

E-123

ROPE REPLACEMENT SCHEDULING AND RESTRICTIONS ON RIVER TRAFFIC (cont.)

Communication between work crews and Bridge Operator shall be established and maintained so that all bridge movement and immobilization can be safely governed with respect to the work crews and the river traffic.

DISPOSAL OF OLD ROPES, ETC.

All of the old wire ropes and sockets removed from the structure shall become the property of the contractor and shall be removed from the bridge.

TIME LIMIT

The work shall be completed in its entirety by June 1, 1976. This anticipates a nine month delivery time.

SPECIAL PROVISIONS

Article 3.2.11 Sockets.

The links engaging the sockets at the counterweight ends have an opening of only 2-1/16" width. This may require specially forged sockets. Turnbuckles are installed at the drawspan ends and these have an opening width of 2-3/4", sufficient for a standard closed bail socket.

Article 3.2.13 Length.

Measurement of length for cutting and socketing shall be made under a tension of 40,000 lbs.

As stated in this article, it shall be the contractor's responsibility to verify the exact length to which the counterweight ropes shall be manufactured. A print showing the original rope lengths, as installed in 1910, is enclosed for information.

When the ropes were replaced in 1940, turnbuckles were installed on each rope at the drawspan end. These turnbuckles have a closed length of 48-3/4" center to center of pins and a take-up of 24".

ROADWAY TRAFFIC PROVISIONS

Traffic shall be maintained on at least one lane in each direction at all times and on three lanes during the hours of 7:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m., except for weekends and holidays. Traffic may be reversed on one of the center lanes, allowing full time occupation of one lane by the contractor for his material and equipment. Storage permitted upon the drawspan shall be limited and subject to approval by the County Engineer.

ROPE REPLACEMENT SCHEDULING AND RESTRICTIONS ON RIVER TRAFFIC

As shown on the enclosed print, all ropes are connected in pairs and the load can be transferred to one of them by use of the turnbuckles. The drawspan must be immobilized while the relieved rope is removed and the new rope installed and secured. Initial slackening and final adjustment can be done while the bridge is operable. Not more than two ropes shall be replaced at one time - one at each tower. The change-outs shall be made during the afternoon "closed" period which will be extended, for a two-month period from 4:00 p.m. to 5:30 p.m. to 2-1/2 hour period from 4:00 p.m. to 6:30 p.m. (Note: This arrangement is subject to approval by U. S. Coast Guard.)

The contractor is required to work an afternoon shift to correspond with the period when the replacements can be made. A count of the number of openings made between November 1, 1974 and April 30, 1975 showed 50% less river traffic during the period 12 Noon to 8:00 p.m. as compared to the 8:00 a.m. to 4:00 p.m. period.

4.1.6 Erection of Wire Ropes

Wire Ropes shall be carefully removed from reels and coils by revolving them, and shall be so erected as to avoid any sharp kinks or bends. They shall not be pulled through dirt.

Counterweight ropes, when not fabricated to exact lengths without any variation, and when not connected by equalizers, shall be adjusted in the field so as to secure equal loads on all of the ropes at a corner of the span. The stripe painted on each rope in the shop shall be straight after the rope is erected.

will be allowed. For block sockets which provide for the direct load on the rope to be transmitted by bearing on the front face of the socket, this permissible variation from the required length shall be corrected in the shop by permanetly fastening steel shims to the bearing face of one socket so that the length from bearing face of one socket to bearing face of shim at the other socket corresponds exactly to the required length. No shim shall be less than 3/8 in. thick.

The Contractor shall verify the exact lengths to which the counterweight ropes shall be manufactured.

Each rope shall have a stripe painted on one side along its entire length at the time the measurement of length is made, to assure the correct alignment of the rope during the installation on the bridge.

Ropes shall be suitably marked or tagged for identification during installation.

3.2.15 Shipping

All ropes shall be shipped on reels, the drum diameter of which is not less than 25 times the diameter of the rope, unless permission to ship in coils is specified in the order.

4.1.5 Lubrication, Fuel, etc.

The Contractor shall furnish at his own expense grease, oil, fuel, fluid for power hydraulic systems and all other things necessary for satisfactory operation of the movable span until it has been accepted by the Engineer excepting only that for electric motor operated spans the County will pay for electric current obtained from the power line. Greases and oils must be suitable for the operating service and pressures and shall meet the approval of the Engineer.

After the movable span is in operating condition, the Contractor shall thoroughly clean all counterweight ropes and operating ropes of foreign material and shall furnish and apply hot, when weather conditions are suitably dry and warm, one coat of approved wire rope dressing. The dressing shall not be applied in an atmospheric temperature below 40° F.

shall be such that no part under tension shall be stressed higher than 48,000 psi when the rope is stressed to its specified ultimate strength. The sockets shall be attached to the ropes by using zinc of a quality not less than that defined for High Grade in the current Specifications for Slab Zinc (Spelter) of the AASHO Designation M 120, and using a reliable method that will not permit the rope, when stressed to 80 percent of its specified ultimate strength under the test specified in Art. 3.2.8 to slip more than 1/6 the nominal diameter of the rope. If a greater movement should occur, the method of attachment shall be changed until a satisfactory one is found.

The sockets shall be stronger than the rope with which they are used. If a socket should break during the test specified in Art. 3.2.8, two others shall be selected and attached to another piece of rope and the test repeated, and this process shall be continued until the inspector is satisfied of their reliability, in which case the lot shall be accepted. If, however, 10 percent or more of all the sockets tested break at a load less than the specified minimum ultimate strength, the entire lot shall be rejected, and new ones, made of stronger material or to a heavier design, shall be furnished. Socket pinholes and pins shall be machined for an RC8 fit in accordance with USASI B4.1.

Sockets shall be painted in the shop as specified for structural steel.

3.2.12 Facilities for Testing

The manufacturer shall provide proper facilities for making the tests, and shall make, at his own expense, the test required. Tests shall be made in the presence-of an inspector representing the Engineer.

3.2.13 Length

The length of each counterweight rope from inside of bearing to inside of bearing of sockets shall be determined, and a metal tag having this length stamped thereon shall be securely attached to the rope. While being measured, each rope shall be twisted to the correct lay, it shall be supported throughout its length in a straight line at points not more than 25 feet apart, and it shall be under a tension of 12 percent of its ultimate strength. (This corresponds approximately to the direct load on the rope.) A variation from the required length of not more than 1/4 inch in 100 feet

ULTIMATE STRENGTH OF IMPROVED PLOW STEEL ROPE
6 STRANDS BY 19 WIRES

Diam. of Rope in Inches	Approx. Area of Section $0.4D^2$	Ultimate Strength Psi	Ultimate Strength Entire Rope Lb.
1/2	0.100	210,000	21,000
5/8	0.156	210,000	33,000
3/4	0.225	206,000	46,000
7/8	0.306	205,000	63,000
1	0.400	203,000	81,000
1-1/8	0.506	203,000	103,000
1-1/4	0.625	201,000	126,000
1-3/8	0.756	200,000	151,000
1-1/2	0.900	199,000	179,000
1-5/8	1.056	198,000	209,000
1-3/4	1.225	197,000	242,000
1-7/8	1.406	196,000	275,000
2	1.600	195,000	312,000
2-1/8	1.806	193,000	349,000
2-1/4	2.025	192,000	390,000
2-3/8	2.256	191,000	432,000
2-1/2	2.500	190,000	476,000

3.2.9 Rejection

If the physical properties of the rope or of its individual wires below those specified, the entire length from which the test pieces were taken shall be replaced by the manufacturer with a new length, the physical qualities of which conform to those specified.

3.2.10 Prestretching

Each counterweight rope shall be prestretched using the following procedure: (1) Tension the rope to 40 percent of its utlimate strength as given in Art. 3.2.8 and hold that load for 5 minutes. (2) Reduce the load to 5 percent of the ultimate strength. (3) Repeat this load-unload cycle two more times. (4) Release the load completely.

3.2.11 Sockets

All sockets used with wire ropes shall be ASTM A235 Class Cl forged steel, normalized, and shall be forged, without welds, from solid steel. They shall be neatly finished to the exact dimensions shown on the plans. All socket pins shall be Class Cl normalized steel forgings. In every case the dimensions of the sockets

In this torsion test, one end of the wire is to be rotated with respect to the other end of the wire at continuous uniform speed until breakage occurs. During the test the applied tension shall be sufficient to straighten the wire. The speed of rotation shall not exceed 60 twists per minute. Such tests shall be carried out by a mechanically driven device, such as a motor or belt drive, in order to secure operation at constant uniform speed.

All of the tests specified above shall be made upon fair samples which may be taken from either end of any coil of wire, and such samples shall be taken from not less than 10 percent of the total number of coils.

The tolerance limits on diameters of like-positioned wires in the strands of the wire rope shall not exceed the following value:

Diameter Wires, Inches	Total Variation Inches
0.038 - 0.060	0.002
0.061 - 0.100	0.0025
0.101 - 0.140	0.003
0.141 - 0.190	0.0035

3.2.8 Ultimate Strength

In order to demonstrate the strength of the rope and its fastenings, test pieces with a length between the sockets equal to not less than 25 rope diameters, and preferably not less than 50 rope diameters, shall be cut, and shall have sockets, selected at random from those to be used in filling the order, attached to their ends. The number of test pieces shall be not less than two from each original length in which the rope is fabricated, and not more than 10 percent of the total number of finished lengths of rope to be made for the order. The test pieces shall be taken from both ends of the original lengths in which the rope is fabricated. A suitable mark shall be placed around the rope near the end of the socket, so that any movement of the latter can be readily detected. These test pieces are to be stressed to destruction in a suitable testing machine, the first sample of each size being tested with the machine running at its slowest speed. The sockets used for these tests shall not be used in the structure. Under this stress, bright (uncoated) wire ropes shall develop the minimum ultimate strength given in the following table:

3.2.7 Wire - Physical Properties

The wire from which wire ropes are made shall be tested in the presence of an inspector designated by the Engineer. Excepting that the filler wires may be made to the manufacturer's standards, the physical properties of the bright (uncoated) individual wires before fabricating into the rope shall be as follows:

Tensile strength Diam. of Wire Inches	Tensile Strength Minimum, Psi	Maximum, Psi
0.038 - 0.060	238,000	268,000
0.061 - 0.100	230,000	260,000
0.101 - 0.140	225,000	255,000
0.141 - 0.190	218,000	248,000

The total ultimate elongation of the wires measured on a 10-in. gage length, at the breaking strength of the wire, shall be not less than the following:

Diam. of Wire Inches	Elongation Percent
0.038 - 0.060	1-1/2
0.061 - 0.100	1-3/4
0.101 - 0.140	2
0.141 - 0.190	2-1/4

In the foregoing tests, the specimens shall be at least 15 in. long, and free from bends and kinks.

The test specimens of the wire shall be subjected to a torsion test in which the distance between the jaws of the testing machine is 8 inches. The number of complete successive turns of 360 deg. in one direction through which an 8 inch length wire can be twisted around its longitudinal axis without breaking or showing any signs of splitting or other defects shall be not less than the following:

Diam. of Wire Inches	Number of Turns
0.038 - 0.060	2.3 divided by diam. of wire in inches
0.061 - 0.100	2.2 divided by diam. of wire in inches
0.101 - 0.140	2.1 divided by diam. of wire in inches
0.141 - 0.190	2.0 divided by diam. of wire in inches

3.2.3 Construction

All wire ropes shall be made of improved plow steel wire. All operating ropes shall be preformed wire rope.

All wire rope shall be of 6 x 25 filler wire construction with hard fiber core. Each strand shall consist of 19 main wires and 6 filler wires fabricated in one operation, with all wires interlocking. There shall be four sizes of wires in each strand; 12 outer wires of one size, 6 filler wires of one size, 6 inner wires of one size, and a core wire.

Ropes shall be laid in accordance with the best practice. Every effort shall be made to obtain ropes of uniform physical properties. The ropes shall be fabricated in the greatest lengths practicable, and all similar ropes for any one bridge shall be cut from ropes manufactured with one setting of one stranding machine and one setting of one closing machine.

3.2.4 Lay

All wire ropes, unless otherwise specified, shall be right regular lay, and the maximum length of rope lay shall be as follows:

Operating ropes	6-3/4 times nominal rope diameter.
Counterweight ropes	7-1/2 times nominal rope diameter.

The lay of the wires in the strands shall be such as to make the wires approximately parallel to the axis of the rope where they would come in contact with a circular cylinder circumscribed on the rope.

3.2.5 Lubrication During Fabrication

All hard-fiber centers shall be prelubricated by the cordage manufacturer. All portions of wire ropes - fiber centers, wires and strands - shall be lubricated during fabrication with a lubricant containing a rust inhibitor and approved by the Engineer.

3.2.6 Splices

No splicing of the ropes or individual strands will be permitted. Wire splices shall be securely and properly made by electric welding, and no two joints in any one strand shall be closer than 25 ft. apart, except for filler wires.

FAUS Project
Prefix 29-1933
Project # M0970 (1)

HAWTHORNE BRIDGE RECONSTRUCTION

SECTION 3. COUNTERWEIGHT ROPES

Description of Work

Furnish and install 48 wire ropes supporting the drawspan counterweights. Approximately 6,900 feet of 1-1/2" diameter rope will be required.

Applicable Standard Specifications

The following Standard Specifications shall apply to the work to be done under this contract, except where revised or modified by the Special Provisions.

Standard Specifications for Highway Construction, Oregon State Highway Commission - 1974.

Standard Specifications for Movable Highway Bridges - American Association of State Highway Officials - 1970. Pertinent articles of this specification are reproduced below.

SECTION 2 - Wire Ropes and Sockets

3.2.1 Manufacturer

Wire rope shall be made by a manufacturer whose facilities and experience are approved by the Engineer.

3.2.2 Diameter of Rope

The diameter of counterweight ropes shall be not less than 1 inch nor more than 2-1/2 inches. The diameter of operating ropes shall be not less than 3/4 inch.

The actual diameter of a wire rope (the diameter of the circumscribed circle) shall be measured when the rope is unstressed. The amount by which the actual diameter of a rope may differ from the nominal diameter shall be not greater than the following:

Nominal Diam. of Rope Inches	Undersize	Oversize Inch
5/8 to 3/4	0	1/32
13/16 to 1-1/8	0	3/64
1-3/16 to 1-1/2	0	1/16
1-9/16 to 2-1/4	0	3/32
2-5/16 to 2-1/2	0	1/8

PW-9A
5M-11-71

MULTNOMAH COUNTY
DEPARTMENT OF PUBLIC WORKS

TABULATION SHEET
SHEET ____ OF ____ SHEETS

Road Hawthorne Bridge Openings
Section Counterweights
Date

Computed by:
Checked by:

	hrs 1200-2000	hrs 0800-1600		Days
APR 75	35	92		30
MAR	65	120		31
Feb	54	105		28
Jan	70	114		31
Dec 74	62	107		31
NOV	41	117		30
TotAL	327	655		181
	[illegible]			
=per day	1.8	3.6		

RE: Hawthorne Bridge

A draft of the Special Provisions for the contract, which is being forwarded to the State, is based on the assumption that the afternoon "closed period", 4:00 P.M. to 5:30 P.M., can be extended by one hour, during the construction period, approximately two months. Contractor will be required to work a corresponding afternoon shift.

Copy of a count of openings is attached showing that the river traffic is considerably reduced in the afternoon period.

Extension of the closed period as proposed, will of course, be subject to Coast Guard requirements and approval. At this time it appears to us to be the simplest and most economical, over-all, way to get the ropes installed, without undue interruption of highway and river traffic. Your comments and suggestions are welcomed.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

K. Wheatley

KENNETH H. WHEATLEY
Bridge Engineer

KHW/js
Encl.: Count of Openings
cc: Oregon State Highway Division
Prefix 29-1933
Project #M0970 (1)

8337

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DENNIS BUCHANAN
ALICE CORBETT
MEL GORDON
DAN MOSEE

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214
ENGINEERING SERVICES SECTION

May 21, 1975

U. S. Coast Guard
Department of Transportation
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention: Mr. Shields

Columbia River Towboat Association
1200 Jackson Tower
808 S. W. Broadway
Portland, Oregon 97205

Attention: Mr. Alex Parks

RECEIVED
STATE HWY ENGR
MAY 28 '75
REFER TO
FOR
Info Inves R.D. D.R. Sign Act File

A 5314

RE: Hawthorne Bridge - Replacement of Counterweight Ropes

Gentlemen:

There are 48 1½" steel ropes connecting the Hawthorne Bridge drawspan to the concrete counterweights. They were last renewed in 1940 and are again due for replacement.

The ropes can be removed and replaced one at a time, which means that the remaining ropes will easily support the load and that the bridge need not be out of commission for any extensive period. It does mean that the drawspan will be immobilized each workday for 2 to 3 hours, this being the estimated time required to remove and replace one rope and secure it sufficiently for the span to be raised.

This work will probably be done next spring, since there is a nine month delay in the delivery of ropes. The contract, which will involve Federal Aid and will be administered by the State of Oregon, has to be written as soon as possible.

8337 fau

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

8-21-75

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0970(1)

Project Name Hawthorne Bridge Section

Hawthorne Boulevard, FAU 0970

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ________________________, Oregon,

this _____ day of ________________, 19___.

County of Multnomah

____
County Judge/Chairman

____
Commissioner

____
Commissioner

8-21-75
3 copies to Reg. 1
2

R/W File No. ___________
6/23/75

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

8337.

FAU
Portland

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

9.8.75

SUBJECT: Federal Aid Project No. M-0970(1)

Project Name Hawthorne Bridge Section

Hawthorne Boulevard, FAU 0970

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
COUNTY & CITY SECTION
SEP 5 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☒ RPE ☐

Signed at Portland, Oregon,

this 2nd day of September, 1975.

County of Multnomah

Donald E Clark
County Judge/Chairman

Commissioner

Commissioner

9/8/75
copies to J.R. Oakes
D.E. Swan
R.N. Bothman

R/W File No. ________
6/23/75

18337

[illegible]

bc: L. W. Rulien
Metro
Region 1 (attach a copy of the notification of advance deposit to County's check and forward to Finance)

November 21, 1975

Oliver J. Domreis
Director of Public Works
2115 SE Morrison
Portland, OR 97214

Dear Mr. Domreis:

The Highway Division opened bids November 20, 1975 on the Hawthorne Bridge Control Improvement Urban System Project M-0970(1). Six bids were received and the low bid was submitted by W. R. Grasle Company of Portland.

The anticipated construction cost based on their bid is as follows:

Contractor's bid	$283,333.00
Anticipated additional items	4,000.00
	$287,333.00
Contingencies (4-1/2%)	12,929.99
Engineering (9%)	25,859.97
Total	$326,122.96
County's advance deposit 11% of $326,122.96	$36,000.00

Please make your check in the amount of $36,000 payable to the Oregon State Highway Division and forward it to the Region 1 Engineer, 9200 SE McLoughlin Blvd., Milwaukie 97222.

Very truly yours,

for GEZ
Richard Unrein
Urban Engineer
County-City Unit

GEZ:dp

☐ ENGR. ☐ ASST. ☑ CE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

8337

OREGON STATE HIGHWAY DIVISION
~~QUANTITY SUMMARY~~ COST ESTIMATE

Sheet ____ of ____ Sheets

Date ____

County ____

Name ____

Section Hawthorne Bridge

Kind Of Work Cable Replacement 11-26-75 Length ____

No	ITEM	Code	Unit	Quantity	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All		10,000
	Temporary Signs		Sq Ft	354	9 -	3186
	Temporary Barricades		Each	81	60 -	4860
	Flagging		Hr.	240	14 50	3480
	Furnish and Install Counterweight Ropes		All	All		120,000
						# 141,526 -
						$ 160,632 00

RECEIVED
COUNTY & CITY SECTION
NOV 26 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ IE
☐ UPE ☒ CE ☐ PE ☐ RPE ☐

SCHED - 1-29-75

8337

U. S. DEPARTMENT OF TRANSPORTA   FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: M-0970(1)

STATE PROJECT NO.: Hawthorne Bridge Section

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: M-34

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY. ENGR
FEB 12 '76
REFER TO
Rulien

DATE PS&E APPROVED: 2-4-76

DATE AUTHORIZATION EFFECTIVE: 2-4-76

FEDERAL ROUTE NUMBER: FAU Route 0970

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
City of Portland

GENERAL DESCRIPTION OF WORK:
Second Contract - Lift Span Cable Replacement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 5-16-75 approved this project for inclusion in the Federal-aid program.

Mr. Rulien's 1-29-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $155,678 - Federal funds $121,724.

A signed copy of the Title Sheet is returned herewith.

DATE: 2-4-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 26, 1975
Portland, Oregon

SUBJECT: Preliminary Engineering Costs
Hawthorne Bridge Improvement
Contract #8320

To: E. L. Hardt
Region Engineer

Attention: Marion Craft

Attached for your consideration is a letter dated January 21, 1976 (with enclosures) received from Multnomah County. The letter states preliminary engineering costs have exceeded the original authorization and inquires as to the status of a previous request for an increased cost authorization submitted in August of 1975.

A second inquiry asks we advise them of the procedure the county should follow to be reimbursed for this preliminary work.

Very truly yours,

Arvey D. Nelson
Resident Engineer

cc: Multnomah County

~~OS~~ RE RME RCE FAE
RECEIVED
TE RSM
UE JAN 27 1976 RSC
SO REGION 1 RBI
LOC
ENV

SCHEDULE OF CHARGES

E	ITEM	METHOD	DESCRIPTION	CHARGE
	POSTAGE			Cost
	TELEPHONE			Cost
	MILEAGE			.15/mile
	TRAVEL		Auto Rentals &/ or Airlines	Cost
	LIVING			@ Cost not to exceed $28/day
SUPPLIES:				
8½" x 11"	COPY PAPER	ELECTROSTATIC	Reproduction from in-house copier	$.08/each
8½" x 14"	" "	"	" " "	$.08/each
11" x 17"	" "	"	" " "	$.16/each
ANY	BLUELINE PAPER	DIAZO	In-house	$.08/s.f.
ANY	SEPIA LINE	"	" "	$.30/s.f.
ANY	BROWNLINE	"	" "	$.30/s.f.
ANY	MYLAR SEPIA	"	" "	$.60/s.f.
OUTSIDE PRINTING:				
8" x 11"	16# to 20# Bond	Xerographic or Offset	Outside Source	Cost
OUTSIDE PRINTING:			Outside Source	Cost

Any unusual items required for the client's own specific purposes and not a normally stocked item, would be billed at the invoiced cost (i.e., printed stickers to attach to drawings indentifying client).

Exhibit "B".

HOURLY RATES

Senior Electrical Engineer	$26.50 per hour
Senior Mechanical Engineer	$26.50 per hour
Junior Electrical Engineer	$13.00 per hour
Senior Mechanical Designer	$20.00 per hour
Senior Electrical Designer	$18.00 per hour
Design Draftsman	$15.00 per hour
Draftsman	$13.00 per hour

Exhibit "A".

design stage on any bridge until the Consultant and Multnomah County have discussed and agreed upon a recommendation.

6. Consultant will enter upon the performance of this contract immediately upon its execution by Consultant and Multnomah County. Consultant will provide required working specifications and contract drawings not later than July 15, 1975.

7. Consultant's services under this contract shall terminate upon the completion of installation of equipment and the acceptance of performance by Multnomah County; provided, however, that Multnomah County may terminate this agreement thirty (30) days after delivery to Consultant of written notice of its intention to do so, but Consultant shall be entitled to be paid for all services rendered to the date of termination as provided in Paragraph 3.

8. This agreement is personal and may not be assigned by either party.

9. Consultant warrants that the services performed by it pursuant to this agreement shall be performed in a good workmanlike manner according to the standards applicable to the performance of professional electrical engineering services.

DONE this 6th day of March, 1975.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS
By Donald E. Clark
Chairman

DONE this 10th day of March, 1975.

PACIFIC ENGINEERING CORPORATION
By George D. Frank
President

By
Secretary

APPROVED AS TO FORM:
George M. Joseph
George M. Joseph
County Counsel for
Multnomah County, Oregon

2. Prepare purchase specifications for equipment required based on the alternative selected by Multnomah County; and

3. After selection of the alternative, prepare installation contract drawings and specifications.

C. With respect to the BROADWAY BRIDGE,

1. Make a recommendation whether to keep existing motors and improve controls, replace existing motors with new AC motors or replace existing motors with new DC motors;

2. Prepare purchase specifications for equipment after selection of the alternative by Multnomah County; and

3. After selection of the alternative, prepare contract drawings and specifications.

2. Detailed working specifications prepared by Consultant shall be sufficient in form and content so that the County may use them for solicitation of bids.

3. For the services performed pursuant to Paragraph 1, Consultant shall be compensated at the rates listed on Exhibits "A" and "B", but in no event shall the total compensation exceed $15,000.00.

4. Consultant shall be paid on the basis of a monthly statement to be rendered to and approved by the Director of the Department of Environmental Services.

5. At least one meeting per month will be held between Consultant and Multnomah County to discuss the progress and status of the Consultant's work. Consultant shall not proceed to the

AGREEMENT

WHEREAS, MULTNOMAH COUNTY is required to convert the BURNSIDE, HAWTHORNE and BROADWAY BRIDGES from DC to AC electrical operation by December 31, 1975; and

WHEREAS, MULTNOMAH COUNTY has no professional electrical engineer on its staff; and

WHEREAS, it is necessary to obtain the expertise, advice and consultation of a professional electrical engineer to ensure an orderly and efficient conversion; and

WHEREAS, PACIFIC ENGINEERING CORPORATION, an Oregon corporation (hereinafter "Consultant") has the facilities, staff and ability to perform the required services; now, therefore, in consideration of the payments to Consultant hereinafter provided for,

MULTNOMAH COUNTY AND CONSULTANT AGREE AS FOLLOWS:

1. Consultant will perform the following services:

   A. With respect to the BURNSIDE BRIDGE,

      1. Determine the power requirements;

      2. Determine the availability and supply of rectification equipment and make appropriate recommendations; and

      3. Prepare contract drawings and specifications.

   B. With respect to the HAWTHORNE BRIDGE,

      1. Make an appropriate recommendation as to reusing existing DC motors, replacing existing motors with new AC motors or replacing existing motors with new DC motors;

1W Bridge
Bd Order

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

RECEIVED
MULTNOMAH COUNTY
1975 MAR 13 PM 12: 26

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 248-3304 • ROOM 605, COUNTY COURT HOUSE • PORTLAND, OREGON • 97204

(26)

March 6, 1975

Pacific Engineering Corporation
1750 SW Skyline Blvd.
Portland, Oregon

Mr. Ken Gervais, Director ✓
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Mr. Dennis West, Director
Office of County Management
Fiscal Management Division
Room 818 - Court House
Attn: Mr. Ralph Hawkins,
Accounting Manager

_____ Dir. Envir. Svcs
_____ Admin Asst
_____ Envir Sp
✓ _____ Envir Sec
_____ Dir. Pub. Wks.
_____ Admin Asst
_____ Accounting
_____ Serv Dist
Copy _____ Br Engr
_____ Butte
_____ Const Engr
_____ Design
_____ [illegible]
_____ [illegible]
_____ Comput
_____ Off Engr
_____ [illegible]
_____ [illegible]
_____ R/W
_____ Specs
_____ File

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held March 6, 1975, the following action was taken:

Form of Order in the matter of execution of)
Agreement with Pacific Engineering Corporation)
for consultant services for conversion of)
Burnside, Hawthorne and Broadway Bridges')
electrical systems)

The above-entitled matter having come before the Board and full consideration having been given thereto, upon motion of Commissioner Corbett, duly seconded by Commissioner Mosee, it is hereby unanimously

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he hereby is authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Nancy W Gilliam
Clerk of Board

lv
Enc.
xc - Bridge Engr. - P.W. Dir.

AUTHORITY FOR SURVE

ion HAWTHORNE BRIDGE CON .OL MODERNIZATION
Date MAY 2 1975
Highway FAUS 0970
Authorization No. 1
County Multnomah
Survey Prefix 26 - 1933
(Assigned by Salem office)

Description of termini, route, length, etc.:

HAWTHORNE BRIDGE

PE CE PE DE OA
METROPOLITAN ENGINEER
MAY 2 2 1975
RE HE LE FILE T/A

NOTED
LEON SAGE

Purpose of survey:

MODERNIZE BY REPLACING EXISTING D.C. MOTOR WITH A.C. MOTOR. NEW CONTROLS AND DYNAMIC BREAKING. REPLACE MAIN HOIST CABLES. REPLACE MANUAL GATES WITH AUTOMATIC GATES.

H-0970 (C)
5/16/75

Estimate of cost:

Field	901	$XXXXX 4,000
Consultant	904	8,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by: .... Field Engineer

Recommended for Approval: .... Regional Engineer

Recommended for Approval: Victor D Wolfe Location Engineer

Approved: .... Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-16-75
FED. AID FAUS STATE ....

[illegible]

Form E-114 (Rev. 1-70)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date JUNE 25, 1975 .... 197....

Week ending JUNE 6, 1975 .... 197....

Job name Hawthorne Bridge Controls Modernization

Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey ....

	Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage — Total	N.A.				
Mileage — Staked — Preliminary	N.A.				
Mileage — Staked — Location	N.A.				
Per Cent Complete — Field					
Per Cent Complete — Office					
Date of Survey — Started	19/5/75				
Date of Survey — To be completed					
Estimated construction cost					

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES			
		THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 458.85	$ 1420.59	$ 1879.44	46.99%
(904) Consultant	8,000	1251.50	1197.50	2449.00	30.61%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

OREGON STATE HIGHWAY DIVISION

FIELD ENGI EER'S WEEKLY REPORT FOR SU EYS ONLY

Date JUNE 26 1975 *Week ending* JUNE 13 1975

Job name Hawthorne Bridge Controls Modernization *Highway* FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

	Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage — Total	N.A.				
Mileage — Staked — Preliminary	N.A.				
Mileage — Staked — Location	N.A.				
Per Cent Complete — Field					
Per Cent Complete — Office					
Date of Survey — Started	19/5/75				
Date of Survey — To be completed					
Estimated construction cost					

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 770.58	$ 1879.44	$ 2650.02	66.25%
(904) Consultant	8,000	$ 419.50	$ 2449.00	$ 2868.50	35.86%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

2

Form E-114 (Rev. 1-70)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date JUNE 30, 1975 Week ending JUNE 20, 1975

Job name Hawthorne Bridge Controls Modernization Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage — Staked	Preliminary	N.A.				
Mileage — Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	19/5/75				
Date of Survey	To be completed					
Estimated construction cost						

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 681.34	$ 2650.02	$ 3331.36	83.28 %
(904) Consultant	8,000	$ 680.00	$ 2868.50	$ 3548.50	44.36 %
	$12,000				

SUMMARY OF WEEK ACTIVITIES

③

Form E-114 (Rev. 1-70)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date JULY 3, 1975

Week ending JUNE 27, 1975

Job name Hawthorne Bridge Controls Modernization

Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage — Staked	Preliminary	N.A.				
Mileage — Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	4/5/75				
Date of Survey	To be completed					

Estimated construction cost

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 551.54	$ 3331.36	$ 3882.90	97.07 %
(904) Consultant	8,000	$ 725.25	$ 3548.50	$ 4273.75	53.42 %
	$12,000				

SUMMARY OF WEEK ACTIVITIES

④

Form E-114 (Rev. 1-70)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date July 15, 1975 *Week ending* July 4, 1975

Job name Hawthorne Bridge Controls Modernization *Highway* FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage — Staked	Preliminary	N.A.				
Mileage — Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	4/5/75				
Date of Survey	To be completed					
Estimated construction cost						

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 564.69	$ 3882.90	$ 4447.59	111.18%
(904) Consultant	3,000	$ 318.00	$ 4273.75	$ 4591.75	57.39%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date July 28, 1975

Week ending July 11, 1975

Job name Hawthorne Bridge Controls Modernization

Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

Unit 1 *Unit name* Hawthorne Bridge

2

3

4

		Unit 1	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage, Staked	Preliminary	N.A.				
Mileage, Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	19/5/75				
Date of Survey	To be completed					

Estimated construction cost

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 415.45	$ 4447.59	$ 4863.04	121.58%
(904) Consultant	8,000	$ 778.50	$ 4591.75	$ 5370.25	67.13%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date July 28 1975. Week ending July 18 1975.

Job name Hawthorne Bridge Controls Modernization Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 Unit name Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage, Staked	Preliminary	N.A.				
Mileage, Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	6/5/75				
Date of Survey	To be completed					

Estimated construction cost

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 449.14	$ 4863.04	$ 5312.18	132.80%
(904) Consultant	8,000	$ 1294.25	$ 5370.25	$ 6664.50	83.31%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date August 4, 1975. Week ending July 25, 1975.

Job name Hawthorne Bridge Controls Modernization Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

	Unit 1 Unit name Hawthorne Bridge	2	3	4	Total Survey Section
Mileage: Total	N.A.				
Mileage: Staked Preliminary	N.A.				
Mileage: Staked Location	N.A.				
Per Cent Complete: Field					
Per Cent Complete: Office					
Date of Survey: Started	9/5/75				
Date of Survey: To be completed					

Estimated construction cost

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 549.84	$ 5312.18	$ 5862.02	146.55%
(904) Consultant	8,000	$ 864.50	$ 6664.50	$ 7529.00	94.11%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date August 8, 1975. *Week ending* August 1, 1975.

Job name Hawthorne Bridge Controls Modernization *Highway* FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

	Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage — *Total*	N.A.				
Mileage — *Staked* — *Preliminary*	N.A.				
Mileage — *Staked* — *Location*	N.A.				
Per Cent Complete — *Field*					
Per Cent Complete — *Office*					
Date of Survey — *Started*	14/5/75				
Date of Survey — *To be completed*					
Estimated construction cost					

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 667.17	$ 5862.02	$ 6529.19	163.23%
(904) Consultant	8,000	$ 602.50	$ 7529.00	$ 8131.50	101.64%
	$12,000				

SUMMARY OF WEEK ACTIVITIES

4-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section HAWTHORN BRIDGE ~~[illegible]~~ IMPROVEMENTS

Date 6 AUG 19 75

Highway FAUS 0970

Authorization No. 2

County Multnomah

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

HAWTHORNE BRIDGE

OVER-RUN OF ESTIMATED DESIGN COSTS FOR INSTALLATION OF MECHANICAL TRAFFIC GATES, SIGNS, SIGNALS, LIGHTING, NEW CONTROL ROOM, STRUCTURAL ALTERATIONS ETC.

'75 AUG 1 AM 10 43

Purpose of survey:

BRIDGE IMPROVEMENT - REPLACEMENT OF ANTIQUATED, UNSAFE HOIST MOTORS, CONTROLS, ETC REPLACEMENT OF MANUALLY OPERATED GATES & TRAFFIC CONTROL

Estimate of cost:

COUNTY DESIGN & DRAFTING + $ 3000

CONSULTANT " " " + $ 1000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 16,000
Previous authorization	12,000
Additional authorization requested	4,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Kenneth H.
Field Engineer

Recommended for Approval:

Location Engineer

Recommended for Approval:

Regional Engineer

Approved:

Assistant State Highway Engineer

SP*23604-731

August 8, 1 9 7 5

Mr. Robert Bothman,
Metropolitan Division Engineer,
Oregon State Highway Department,
5821 N. E. Glisan,
Portland, Oregon
97213

File → Re: Hawthorne Bridge Improvement FAUS 0970 (Gen File)

Dear Mr. Bothman:

Enclosed is an application for an increase of the amount authorized for preliminary engineering on this project. We have already exceeded the original authorization and the amount of the increase represents the present over-run plus about two weeks work.

Primarily because of visibility problems, the work on the gate systems became more extensive as we got into it. It involves considerable construction work, for a new low level operators house, electrical connections to the east span, pedestrian control, etc. It amounts to about 24 sheets of detailed drawings. We hope to have the drawings, draft specifications and estimates for your review within a couple of weeks.

Yours very truly,

OLIVER J. DOMREIS
County Engineer

KENNETH H. WHEATLEY
Bridge Engineer

KHW:i
Encl.

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date August 12 197 5 *Week ending* August 8 197 5

Job name Hawthorne Bridge Controls Modernization *Highway* FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 — Unit name: Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage, Staked	Preliminary	N.A.				
Mileage, Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	14/5/75				
Date of Survey	To be completed					
Estimated construction cost						

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field	$ 4,000	$ 269.48	$ 6529.19	$ 6797.67	169.94%
(904) Consultant	8,000	$ 386.75	$ 8131.50	$ 8518.25	106.48%
	$12,000			$15315.92	

SUMMARY OF WEEK ACTIVITIES

Form E-114 (Rev. 1-70)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date August 22, 1975   Week ending August 15, 1975

Job name Hawthorne Bridge Controls Modernization   Highway FAUS 0970

County Multnomah

Job prefix 26-1933

Anticipated per mile cost of survey

		Unit 1 Unit name Hawthorne Bridge	2	3	4	Total Survey Section
Mileage	Total	N.A.				
Mileage, Staked	Preliminary	N.A.				
Mileage, Staked	Location	N.A.				
Per Cent Complete	Field					
Per Cent Complete	Office					
Date of Survey	Started	19/5/75				
Date of Survey	To be completed					

Estimated construction cost

FUNCTION	COUNTY AUTHORIZATION	EXPENDITURES THIS WEEK	PREVIOUS TOTAL	TOTAL INCL. THIS WEEK	PERCENT EXPENDED
(901) Field . . .	$ 4,000	$ 426.68	$ 6797.67	$ 7224.35	180.61%
(904) Consultant	8,000	$ 351.00	$ 8518.25	$ 8869.25	110.87%
	$12,000			$16093.60	

SUMMARY OF WEEK ACTIVITIES

as expressly provided herein.

DONE this 30th day of December, 1975.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS

By
Chairman

DONE this 7th day of January, 1976.

PACIFIC ENGINEERING CORPORATION

By George D. Frank
President

By James M. Konji
Secretary

APPROVED AS TO FORM:

George M. Joseph
GEORGE M. JOSEPH
County Counsel for
Multnomah County, Oregon

AMENDMENTS TO AGREEMENT OF MARCH 6, 1975
(Pacific Engineering Corporation)

WHEREAS, MULTNOMAH COUNTY and PACIFIC ENGINEERING CORPORATION entered into an agreement on or about the 6th day of March, 1975, relating to conversion of the Burnside, Hawthorne and Broadway Bridges from DC to AC electrical operation; and

WHEREAS, the parties have determined that certain modifications in that agreement are necessary and proper;

Now, therefore, in consideration of the additional consideration hereinafter provided for, the agreement of March 6, 1975, is amended in the following respects:

1. Paragraph 1.B. is amended to read:

   "B. With respect to the HAWTHORNE BRIDGE,

   1. Make an appropriate recommendation as to re-using existing DC motors, replacing existing motors with new AC motors or replacing existing motors with new DC motors;

   2. Make recommendations for improvement of operating safety on gates, lighting, signals, and related electrical and mechanical equipment;

   3. Prepare purchase specifications for equipment required based on the alternative motor system selected by Multnomah County; and

   4. Provide engineering design, plans, and specifications for remote control and powering of traffic gates, roadway lighting systems, service panel modifications, as selected by Multnomah County."

2. Paragraph 3 is amended to read as follows:

   "3. For the services performed pursuant to Paragraph 1, Consultant shall be compensated at the rates listed on Exhibits "A" and "B," but in no event shall the total compensation exceed $22,000.00."

The agreement of March 6, 1975, is otherwise unchanged, except

MULTNOMAH COUNTY OREGON

OFFICE OF THE CHAIRMAN
BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

December 30, 1975

Pacific Engineering Corporation
1750 SW Skyline Blvd.
Portland, Oregon

Mr. Ken Gervais, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

RECEIVED
MULTNOMAH COUNTY
1976 JAN -7 PM 12:35
ENVIRONMENTAL SERVICES

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held December 30, 1975, the following action was taken:

Form of Order in the matter of the execution of amendments to Agreement of March 6, 1975 with Pacific Engineering Corporation relating to conversion of Burnside, Hawthorne and Broadway Bridges electrical systems)
)
)

The above-entitled matter having come before the Board and full consideration having been given thereto, upon motion of Commissioner Gordon, duly seconded by Commissioner Corbett, it is unanimously

ORDERED that Multnomah County, Oregon enter into the above-entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Nancy W Gilliam
Clerk of Board

lv
cc: Budget
enclosure

Copies to Acctg.
DES

____County Eng.
____[illegible]
____Prog. Coord.
____Traffic
____Neigh. Imp.
X [illegible]
____Env. Plan
____Surv.
____Supv. Clk.
____File
____Dir. Plan. Dev.
____Des. Admin.
____Opr. & Maint.
____Accounting

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214

January 21, 1976

Mr. Arvey Nelson,
Regional Engineer,
Oregon State Highway Department,
9000 S. E. Fuller Road,
Portland, Oregon 97266

Re: Hawthorne Bridge Improvements, Preliminary Engineering
(Contract No. 8320, awarded December 8, 1975)

Dear Mr. Nelson:

Authorization No. 1, copy attached, provided $8,000 for consultant services and $4,000 for field work. Actual expenditure by the County was closer to $16,000, $7,000 for County work and $9,000 for electrical consultants. A request in this amount was made August 5, 1975. (Copy enclosed). To date, we have no response. Copies of the weekly reports that were forwarded to Mr. Robert Bothman are also enclosed.

Please advise of the status of this request and also advise us of the mechanism by which the County is reimbursed for this work.

Yours very truly,

OLIVER J. DOMREIS

KENNETH H. WHEATLEY
Construction and Bridge Engineer

KHW:i
Att.

This document estimated consultant work at $8,000. It was not practical at this point to suspend the work and start procedures for selecting a consultant.

From May 19 to August 21 when completed plans were submitted to the State, weekly reports of consultant expenditures were submitted to the Division Engineer. A request to increase the allowance for consultants to $9,000 was approved. The total expenditure for preliminary engineering by the electrical consultants, on this project, during the above period was $8,869.25, as shown on the weekly reports.

It is submitted, that for the following reasons, the County should be reimbursed by the above amount.

1. County contracted in good faith with consultants before the project was converted to a Federal Aid project.

2. Subsequent circumstances precluded the opportunity to conform to approved procedures for selecting consultants.

3. The consultants involved are reputable and well experienced in the application of motors, drives and controls, and automatic machinery.

4. The amount requested for reimbursement is less than 5% of the value of the electrical and mechanical items on the contract.

Yours very truly,

OLIVER J. DOMREIS
County Engineer

K. Wheatley
KENNETH H. WHEATLEY
Design and Construction Engineer

KHW:i
Att.

~~05~~ RE [illegible] F [illegible]
TE RECEIVED
UE FEB [illegible] 1976 RSC
SO REGION I RBI
ENV LOC

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214

February 6, 1976

Mr. Jon Rose,
Regional Federal Aid Engineer,
P. O. Box 02157,
Portland, Oregon
97202

Re: Hawthorne Bridge Improvements, Project M 0970-(1), Prefix 26-1933, Reimbursement of Consultant Expenses for Preliminary Engineering

Dear Mr. Rose:

Subsequent to a PUC order terminating Direct Current service in the Portland area by December 31, 1975, Multnomah County engaged Pacific Engineering Corporation to perform studies, make recommendations and prepare specifications in connection with the conversion to A.C. of three bridges -- Broadway, Burnside and Hawthorne. It was known that the motors on the Hawthorne, installed about 1912, were in poor condition. Plans to replace the manually operated gates were already being prepared by this office. A copy of the Pacific Engineering Corporation agreement is included. It is dated March 6; at this time none of the work was being considered for Federal Assistance.

Shortly after the consultants commenced work on these projects, the Hawthorne Bridge work and Columbia Boulevard widening were nominated for participation as jobs requiring no Environmental Impact Statements, public hearings or other delays, for a Federal Program aimed at reducing unemployment. It was, at that time, important that these projects could be let with minimum delay. This office and the consultants proceeded as rapidly as possible with the planning and design for the Hawthorne.

The projects were accepted, but the program had somehow reverted to the Urban System Program with all its attendant procedures. A County-State agreement was executed about April 15 and an "Authority for Survey" followed by May 19.

FORM 81-734-3030

FILE: CON 5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 17, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: LARRY RULIEN
Project Management Engineer

SUBJECT: PRELIMINARY ENGINEERING COSTS
Hawthorne Bridge Project
P.E. Prefix 26-1933
Contract No. 8320

Here are two packages from Multnomah County relating to the Hawthorne Bridge Project. The first package, with the cover letter from Arvey Nelson, inquires concerning the County's request for additional authorization to cover increased preliminary engineering costs. In addition, the County inquired concerning the method which should be used to get reimbursement for the work already performed. While attempting to run down an answer to the first question, we have found that no consultant agreement has ever been submitted for this project, and consequently Federal participation in costs incurred by the consultant can not be expected. When alerted to this situation, Multnomah County submitted the second package, which explains the reasoning behind the County's action and attempts to provide justification for reimbursement at this time.

A meeting was held this Spring during the time when the project was being programmed and we have talked with those who attended. Ken Limbocker, Walt Hart and Cliff Christensen are in agreement that Ken Wheatley of Multnomah County was cautioned at that meeting that no Federal participation was possible until an acceptable consultant agreement had been submitted and approved. With this background, the obvious step to take at this point would be to advise the County that the costs incurred by the consultant are not eligible for Federal participation, but before we do this, Region I would like a review of the more detailed information contained in these packages. Before we tell the County that the FHWA will not participate in this cost, we would like to be certain that this is truly the case.

Please advise.

[illegible]
Pls review
and advise me
R

JR/lms
Attachment
cc: Arvey Nelson
Max Klotz

PROJECT MANAGEMENT

FEB 18 '76

REFER TO: George R

FOR

Info	Investigate	R/D	Action	File	Letter	See me
						X

8337

faus

Salem, Oregon
February 19, 1976

George N. Hopkins
Project Development Engineer

Consultant P.E. Costs
Hawthorne Bridge Project
FAUS Project M-0970(1)

Mr. Jon Rose
Region 1 Federal Aid Engineer
Milwaukie

We have reviewed the data attached to your February 17, 1976 letter and are quite certain that FHWA cannot participate in the consultant's work costs. FHWA regulations require their prior approval of any item before they can participate in the item.

GNH/RU:sch

~~cc: L. W. Rulien~~

H

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

$141,526

PROJECT NO.: #7 - MULTNOMAH COUNTY
HAWTHORNE BRIDGE SECTION
FAUS RT. 0970, CITY OF PORTLAND

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: FEBRUARY 26, 1976

PAGE 1

1.	F.G. Scott Const Salem	131,800
2.	Atlas Ironworks Inc Port	143,449
3.	Columbia West Mod.	190,330

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
L.S.	Temporary Protection and Direction of Traffic	1	10,580	13,600	10,000
354 S.F.	Temporary Signs	2	3-	3^{25}	10-
81 Only	Temporary Barricades	3	5-	148	50-
240 Hrs.	Flagmen	4	5-	22-	13^{50}
L.S.	Furnish and Install Counterweight Ropes	5	116,800	111,429	169,500

® SAFECO Insurance Company of America, registered trademark owner

HAWTHORNE BRIDGE SECTION

FAUS 0970 HIGHWAY

MULTNOMAH COUNTY

FAP No. M-0970(1)
Cable Replacement

Bids Received February 26, 1976

1.	Temporary Protection and Direction of Traffic	All Specified		$ ~~10,000.00~~	10,580
2.	Temporary Signs	354 sq.ft.	~~9.00~~ 3-	~~3,186.00~~	1,062
3.	Temporary Barricades	81 only	~~60.00~~ 5-	~~4,860.00~~	405
4.	Flagmen	240 hours	~~14.50~~ 5-	~~3,480.00~~	1,200
5.	Furnish and Install Counterweight Ropes	All Specified		~~120,000.00~~	116,800
		For Comparison of Bids		~~$141,526.00~~	$130,047

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	~~$141,526.00~~ $141,526.00	130.047
Contingencies (4-1/2%)	6,368.67	5852
Engineering (9%)	12,737.34	11704
Estimated Net Authorization, Construction	$160,632.01	147,603

County's Estimated Share:
11% of 147,603 $16,236

ADVANCE DEPOSIT $16,240

CONSTRUCTION AUTHORIZATION

Contract amount	$	130,047.00
Additional anticipated items:		
Subtotal	$	130,047.00
4½ %		5,852.12
Contingencies and engineering		11,704.23
9 %		
Subtotal	$	147,603.35
Credit for maintenance rock		.00
Net construction authorization	$	147,603.35

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R

Form 8 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 07

Summary of Bids Received and Construction Authorization

Project HAWTHORNE BRIDGE SECTION

Highway FAUS 0970 HIGHWAY

County MULTNOMAH

F.A. Project No. M 970001

Engineer's Estimate 141,926.00

Date Bids Received 02/26/76

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	F G SCOTT CONSTRUCTION COMPAN SALEM 97303	130,047.00
02	ATLAS IRON WORKS INC PORTLAND 97220	143,447.50
03	COLUMBIA WEST MATERIALS & CONSTRUCTORS INC LONGVIEW WA	190,330.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 130,047.00

Additional anticipated items:

ENGINEER'S RECOMMENDATION

Form 81-734-1382 AD-73

OREGON STATE HIGHWAY DIVISION

Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: Feb. 27, 1976

ACCOUNTING ONLY
Reference
Date Recd.

Depositor: Multnomah County

Purpose: Advance deposit for construction of Hawthorne Bridge Cable Replacement Project M-0970(1).

Prefix	Other Information	Amount of Deposit
		$16,240

Est. Completion Date		Federal Aid Project No.
Feb. 28, 1977		M-0970(1)

Section Responsible for Monitoring Project: Region 1 Engineer

Billing Instructions: Bill County for 50% of the difference between the total construction cost, less any non-participating cost and the amount contributed by FHWA. Also bill County for 100% of any non-participating costs.

Prepared By:
Gary E. Zehner
GARY E ZEHNER, URBAN PROGRAM ENGR

Form 81-734-1382 AD-73

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building
Salem

ACCOUNTING ONLY
Reference
Date Recd.
Deposit Amt.

Depositor: Multnomah County

Remarks Construction advance deposit, Federal Aid Project No. M-0970(1) (Hawthorne Bridge Cable Replacement)

Received By:

Jans

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
MULTNOMAH COUNTY
1976 FEB 30 AM 11: 26
[illegible] SERVICES

February 27, 1976

OE RE RME RCE FAE
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UE MAR 18 1976 RSC
SO REGION I RBI
ENV LOC

TO
Mr. Oliver J. Domreis
Director of Public Works
2115 SE. Morrison
Portland, OR 97214

FROM for Gary E Zehner
Richard Unrein
Urban Engineer
County-City Unit

Dear Mr. Domreis:

The Highway Division opened bids February 26, 1976 on the Hawthorne Bridge Cable Replacement Urban System Project M-0970(1). Three bids were received and the low bid was submitted by F. G. Scott Construction Company of Salem.

The anticipated construction cost based on their bid is as follows:

Contractor's bid	$130,047
Contingencies (4½%)	5,852
Engineering (9%)	11,704
TOTAL	$147,603
County's estimated share 11% of $147,603	$ 16,236
ADVANCE DEPOSIT =	$16,240

RECEIVED
COUNTY & CITY SECTION
MAR 19 1976
☐ ENGR. ☐ COOR.
☒ UPE ☒ CE ☑ OE ☐ AE ■ UE
☐ RE ☐ RPE ☐

Please make your check in the amount of $16,240 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, 9200 SE. McLoughlin Boulevard, Milwaukie 97222.

PROJECT MANAGEMENT
MAR 19 '76
REFER TO
FOR
Info Investigate R/D Action File Letter See me

Gary

GEZ:mm

[illegible]

xc Accounting
[illegible]

FOR PAYMENT
OK To Pay

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

as expressly provided herein.

DONE this 30th day of December, 1975.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS

By
Chairman

DONE this 7th day of January, 1976.

PACIFIC ENGINEERING CORPORATION

By
President

By
Secretary

APPROVED AS TO FORM:

George M. Joseph
GEORGE M. JOSEPH
County Counsel for
Multnomah County, Oregon

AMENDMENTS TO AGREEMENT OF MARCH 6, 1975
(Pacific Engineering Corporation)

WHEREAS, MULTNOMAH COUNTY and PACIFIC ENGINEERING CORPORATION entered into an agreement on or about the 6th day of March, 1975, relating to conversion of the Burnside, Hawthorne and Broadway Bridges from DC to AC electrical operation; and

WHEREAS, the parties have determined that certain modifications in that agreement are necessary and proper;

Now, therefore, in consideration of the additional consideration hereinafter provided for, the agreement of March 6, 1975, is amended in the following respects:

1. Paragraph 1.B. is amended to read:

"B. With respect to the HAWTHORNE BRIDGE,

1. Make an appropriate recommendation as to re-using existing DC motors, replacing existing motors with new AC motors or replacing existing motors with new DC motors;

2. Make recommendations for improvement of operating safety on gates, lighting, signals, and related electrical and mechanical equipment;

3. Prepare purchase specifications for equipment required based on the alternative motor system selected by Multnomah County; and

4. Provide engineering design, plans, and specifications for remote control and powering of traffic gates, roadway lighting systems, service panel modifications, as selected by Multnomah County."

2. Paragraph 3 is amended to read as follows:

"3. For the services performed pursuant to Paragraph 1, Consultant shall be compensated at the rates listed on Exhibits "A" and "B," but in no event shall the total compensation exceed $22,000.00."

The agreement of March 6, 1975, is otherwise unchanged, except

HOURLY RATES

Senior Electrical Engineer	$26.50 per hour
Senior Mechanical Engineer	$26.50 per hour
Junior Electrical Engineer	$13.00 per hour
Senior Mechanical Designer	$20.00 per hour
Senior Electrical Designer	$18.00 per hour
Design Draftsman	$15.00 per hour
Draftsman	$13.00 per hour

Exhibit "A".

SCHEDULE OF CHARGES

ZE	ITEM	METHOD	DESCRIPTION	CHARGE
	POSTAGE			Cost
	TELEPHONE			Cost
	MILEAGE			.15/mile
	TRAVEL		Auto Rentals &/ or Airlines	Cost
	LIVING			@ Cost not to exceed $28/day
UPPLIES:				
" x 11"	COPY PAPER	ELECTROSTATIC	Reproduction from in-house copier	$.08/each
" x 14"	" "	"	" " "	$.08/each
1" x 17"	" "	"	" " "	$.16/each
Y	BLUELINE PAPER	DIAZO	In-house	$.08/s.f.
Y	SEPIA LINE	"	" "	$.30/s.f.
Y	BROWNLINE	"	" "	$.30/s.f.
Y	MYLAR SEPIA	"	" "	$.60/s.f.
TSIDE PRINTING:				
x 11"	16# to 20# Bond	Xerographic or Offset	Outside Source	Cost
TSIDE PRINTING:			Outside Source	Cost

y unusual items required for the client's own specific purposes and not a rmally stocked item, would be billed at the invoiced cost (i.e., printed ickers to attach to drawings indentifying client).

Exhibit "B".

design stage on any bridge until the Consultant and Multnomah County have discussed and agreed upon a recommendation.

6. Consultant will enter upon the performance of this contract immediately upon its execution by Consultant and Multnomah County. Consultant will provide required working specifications and contract drawings not later than July 15, 1975.

7. Consultant's services under this contract shall terminate upon the completion of installation of equipment and the acceptance of performance by Multnomah County; provided, however, that Multnomah County may terminate this agreement thirty (30) days after delivery to Consultant of written notice of its intention to do so, but Consultant shall be entitled to be paid for all services rendered to the date of termination as provided in Paragraph 3.

8. This agreement is personal and may not be assigned by either party.

9. Consultant warrants that the services performed by it pursuant to this agreement shall be performed in a good workmanlike manner according to the standards applicable to the performance of professional electrical engineering services.

DONE this 6th day of March, 1975.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS
BY ____________________
Chairman

DONE this 10th day of March, 1975.

PACIFIC ENGINEERING CORPORATION
BY ____________________
President
BY ____________________
Secretary

APPROVED AS TO FORM:
George M. Joseph
George M. Joseph
County Counsel for
Multnomah County, Oregon

2. Prepare purchase specifications for equipment required based on the alternative selected by Multnomah County; and

3. After selection of the alternative, prepare installation contract drawings and specifications.

C. With respect to the BROADWAY BRIDGE,

1. Make a recommendation whether to keep existing motors and improve controls, replace existing motors with new AC motors or replace existing motors with new DC motors;

2. Prepare purchase specifications for equipment after selection of the alternative by Multnomah County; and

3. After selection of the alternative, prepare contract drawings and specifications.

2. Detailed working specifications prepared by Consultant shall be sufficient in form and content so that the County may use them for solicitation of bids.

3. For the services performed pursuant to Paragraph 1, Consultant shall be compensated at the rates listed on Exhibits "A" and "B", but in no event shall the total compensation exceed $15,000.00.

4. Consultant shall be paid on the basis of a monthly statement to be rendered to and approved by the Director of the Department of Environmental Services.

5. At least one meeting per month will be held between Consultant and Multnomah County to discuss the progress and status of the Consultant's work. Consultant shall not proceed to the

AGREEMENT

WHEREAS, MULTNOMAH COUNTY is required to convert the BURNSIDE, HAWTHORNE and BROADWAY BRIDGES from DC to AC electrical operation by December 31, 1975; and

WHEREAS, MULTNOMAH COUNTY has no professional electrical engineer on its staff; and

WHEREAS, it is necessary to obtain the expertise, advice and consultation of a professional electrical engineer to ensure an orderly and efficient conversion; and

WHEREAS, PACIFIC ENGINEERING CORPORATION, an Oregon corporation (hereinafter "Consultant") has the facilities, staff and ability to perform the required services; now, therefore, in consideration of the payments to Consultant hereinafter provided for,

MULTNOMAH COUNTY AND CONSULTANT AGREE AS FOLLOWS:

1. Consultant will perform the following services:
   - A. With respect to the BURNSIDE BRIDGE,
     1. Determine the power requirements;
     2. Determine the availability and supply of rectification equipment and make appropriate recommendations; and
     3. Prepare contract drawings and specifications.
   - B. With respect to the HAWTHORNE BRIDGE,
     1. Make an appropriate recommendation as to reusing existing DC motors, replacing existing motors with new AC motors or replacing existing motors with new DC motors;

PEC

PACIFIC ENGINEERING CORPORATION
CONSULTING ENGINEERS

RECEIVED
MULTNOMAH COUNTY
1975 AUG 22 AM 10:37
ENVIRONMENTAL SERVICES

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL
SERVICES

WEEK OF Aug. 11 thru Aug. 15

COPY TO: Kenneth Gervais
Kenneth Wheatley

PROJECT STATUS REPORT

HAWTHORNE BRIDGE, PROJECT NUMBERS 75-092 & 75-093

Hawthorne Bridge Drives, 75-092

Title of Individual	Hours	Rate	Subtotal	Week's Total
Sr. Electrical Engineer	3	26.50	79.50	79.50

Hawthorne Bridge Gates, 75-093

Title of Individual	Hours	Rate	Subtotal	Week's Total
Sr. Electrical Engineer	9	26.50	238.50	
Jr. Draftsman	3	11.00	33.00	
TOTAL				271.50

351.00

[illegible] S.W SKYLINE BOULEVARD   PORTLAND, OREGON 97221   TELEPHONE 503 297-1631

IC

PACIFIC ENGINEERING CORPORATION
CONSULTING ENGINEERS

RECEIVED
MULTNOMAH COUNTY
1975 AUG 11 AM 11:35
ENVIRONMENTAL SERVICES

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES

WEEK OF 8-4-75 to 8-8-75

COPY TO: Kenneth Gervais
Kenneth Wheatley ✓

PROJECT STATUS REPORT

HAWTHORNE BRIDGE, PROJECT NUMBERS 75-092 & 75-093

Hawthorne Bridge Drives, 75-092

Title of Individual	Hours	Rate	Subtotal	Week's Total
Sr. Electrical Engineer	4.5	26.50	119.25	
Jr. Electrical Engineer	.25	13.00	3.25	
TOTAL				122.50

Hawthorne Bridge Gates, 75-093

Title of Individual	Hours	Rate	Subtotal	Week's Total
Sr. Electrical Engineer	8.5	26.50	225.25	
Jr. Electrical Engineer	.25	13.00	3.25	
Draftsman	2.75	13.00	35.75	
TOTAL				264.25

386.75

regon

DATE
January 30, 197

PAYABLE TO
[illegible]

1750 S.W. [illegible]

ADDRESS
Portland, Oregon 9[illegible]

PUBLIC WORKS DIVISION

BUC # ☐☐☐☐☐☐☐☐

See below

Itemize in Detail and Present in Duplicate To: **ACCOUNTING DEPT.**
(Retain Pink for your Records) **Room 818, Court House**

	DESCRIPTION				
For electrical	conversion of the Hawthorne, Burnside and Broadway bridges:				
Invoice Date	Period covered	Bridge	LC	Amount	
09/??/75	Thru 09/31/75	Hawthorne	741 005 97	$1,798.03	1,798.03
10/03/75	09/26/75	Broadway	741 006 19	153.75	307.50
10/03/75		Burnside	741 006 01	153.75	
11/17/75	10/31/75	Broadway	741 006 19	815.41	1,630.82
		Burnside	741 006 01	815.41	
11/17/75	10/31/75	Hawthorne	741 005 97	713.00	713.00
12/08/75	11/30/75	Hawthorne	741 005 97	155.25	155.25 } 404.54
12/08/75	"	Broadway	741 006 19	249.29	249.29 }
01/13/76	12/26/75	Hawthorne	741 005 97	53.00	53.00
01/13/76	"	Broadway	741 006 19	79.50	79.50
					5,006.39
				TOTAL	5,006.39

I HEREBY CERTIFY that the merchandise covered, service rendered, cash advanced, or expense incurred as herein set forth has been furnished or rendered as above stated, that the charges therefor are reasonable and just, and that no portion thereof has been heretofore received by me.

DEPT. HEAD
APPROVAL ______________________, 19____. Signed ______________________, 19____

	$1,173 25
	1.20
Travel	24.08
Printing	$1,198.53
TOTAL THIS BILLING	$1,798.03

IFIC ENGINEERING CORPORATION
CONSULTING ENGINEERS

1975

JAN 19 11 09 AM '76
MULTNOMAH COUNTY
OREGON

Multnomah County
Department of Environmental
Services
2115 S. E. Morrison
Portland, Oregon 97214

Attn: Mr. Kenneth Gervais
REFERENCE: HAWTHORNE BRIDGE, DRIVES & GATES

Statement of professional services rendered through August 31, 1975, on the above-referenced project:

PROJECT NO. 75-092, HAWTHORNE BRIDGE, DRIVES

Sr. Electrical Engineer	22.5 hours at $26.50	$ 596.25
Jr. Electrical Engineer	.25 hours at $13.00	3.25
		$ 599.50

PROJECT NO. 75-093, HAWTHORNE BRIDGE, GATES

Sr. Electrical Engineer	17.5 hours at $26.50	463.75
Jr. Electrical Engineer	.25 hours at $13.00	3.25
Draftsman	38.25 hours at $13.00	497.25
Jr. Draftsman	19 hours at $11.00	209.00
		$1,173 25
Travel		1.20
Printing		24.08
		$1,198.53

TOTAL THIS BILLING $1,798.03

PRELIMINARY ENGINEERING
CHARGES END AUGUST 15
↓

OVED FOR PAYMENT

Engr. Services

741 00597

8-4-75 to 8-8-75 – 386.75

8-11-75 to 8-15-75 351.90

TOTAL 737.75

Multnomah County Oregon

ACCTG. 10

DATE [illegible], 19[illegible]

PAYABLE TO: [illegible]

PUBLIC W[illegible]S DIVISION

ADDRESS [illegible]

BUC # ☐☐☐☐☐☐☐☐

[illegible] 703 005 97

Itemize in Detail and Present in Duplicate To: **ACCOUNTING DEPT.**
(Retain Pink for your Records) **Room 818, Court House**

	DESCRIPTION		
	electrical conversion of [illegible]:		
	Invoice of August [illegible], 1975 for professional services	$3,800.65	
	rendered thru July 31, 197[illegible]		
	TOTAL	3,800.65	

I HEREBY CERTIFY that the merchandise covered, service rendered, cash advanced, or expense incurred as herein set forth has been furnished or rendered as above stated, that the charges therefor are reasonable and just, and that no portion thereof has been heretofore received by me.

DEPT. HEAD ______, 19____ Signed ______, 19____

APPROVAL ______

Printing $ 34.40

$2938.40

SUBTOTAL

TOTAL THIS BILLING $3800.65

PEC

PACIFIC ENGINEERING CORPORATION
CONSULTING ENGINEERS

August 6, 1975

Multnomah County
Department of Environmental
Services
2115 S. E. Morrison
Portland, Oregon 97214

Attention: Mr. Kenneth Gervais
REFERENCE: HAWTHORNE BRIDGE, DRIVES & GATES

Statement of professional services rendered through July 31, 1975, on the above referenced project:

PROJECT NO. 75-092, HAWTHORNE BRIDGE, DRIVES

Sr. Electrical Engineer	28 hours at $26.50	$ 742.00	
Jr. Electrical Engineer	9¼ hours at $13.00	$ 120.25	
SUBTOTAL			$ 862.25

PROJECT NO. 75-093, HAWTHORNE BRIDGE, GATES

Sr. Electrical Engineer	36 hours at $26.50	$ 954.00	
Jr. Electrical Engineer	9 hours at $13.00	$ 117.00	
Draftsman	141 hours at $13.00	$1833.00	
		$2904.00	
Printing		$ 34.40	
SUBTOTAL			$2938.40
TOTAL THIS BILLING		July	$3800.65

APPROVED FOR PAYMENT
By: K. Gervais
Department

1476.

PAYABLE TO:
PACIFIC [illegible] CORPORATION

1750 S.W. Skyline Blvd.

ADDRESS
Portland, Oregon 97221

PUBLIC WORKS DIVISION

BUC # ☐☐☐☐☐☐☐☐

See Below JUL 1975

Itemize in Detail and Present in Duplicate To: **ACCOUNTING DEPT.**
(Retain Pink for your Records) **Room 818, Court House**

	DESCRIPTION For electrical conversion of Broadway, Burnside &		
	Hawthorne Bridges - professional services rendered thru		
	June 30, 1975		
(741 005 15)	Invoice of 07/07/75 Project 75-090 Broadway Bridge	$ [illegible]	50
(741 005 17)	Invoice of 07/07/75 " 75-092 & 093 Hawthorne Br	3,10[illegible]	25
		$ 3,1[illegible]	75
	Agreement approved by Board on March 6, 1975)		
	TOTAL	[illegible]	

I HEREBY CERTIFY that the merchandise covered, service rendered, cash advanced, or expense incurred as herein set forth has been furnished or rendered as above stated, that the charges therefor are reasonable and just, and that no portion thereof has been heretofore received by me.

DEPT. HEAD
APPROVAL ______________________, 19____. Signed ______________________, 19____

PEC

[illegible] ENGINEERING CORPORATION
[illegible] ENGINEERS

July 7, 1975

Multnomah County
Department of Environmental
Services
2115 S. E. Morrison
Portland, Oregon 97214

Attention: Mr. [illegible] Jervais
SUBJECT: [illegible] PARKS & SITES

Statement of professional services rendered for the above referenced project through June 30, 1975:

[illegible]

Sr. Electrical Engineer	[illegible] hours at $[illegible]	$ [illegible]
[illegible]	[illegible] hours at $[illegible]	$ [illegible]
Sr. Electrical Designer	[illegible] hours at $[illegible]	$ [illegible]
Design Draftsman	[illegible] hours at $[illegible]	$ [illegible]
Draftsman	[illegible] hours at $[illegible]	$ [illegible]
		$ [illegible]
Travel		$ [illegible]
SUBTOTAL		$[illegible]72.50 ✓

[illegible]

Sr. Electrical Engineer	31 hours at $26.[illegible]	$ [illegible]54.00
Sr. Electrical Designer	5½ hours at $18.00	$ 99.00
Design Draftsman	2½ hours at $15.00	$ 37.50
Draftsman	32¾ hours at $13.00	$ 425.75
Jr. Draftsman	10½ hours at $11.00	$ 115.50
SUBTOTAL		$16[illegible]1.75 ✓

TOTAL THIS BILLING June 75 $3124.25

146523

DATE June 24, 1975

PAYABLE TO:
[illegible]

1750 [illegible] Blvd.

ADDRESS
[illegible], Texas [illegible]

PUBLIC WORKS [illegible]

BUC # ☐☐☐☐☐☐☐☐

See Below

Itemize in Detail and Present in Duplicate To: **ACCOUNTING DEPT.**
(Retain Pink for your Records) **Room 818, Court House**

	DESCRIPTION		
	[illegible] of [illegible] ; [illegible]		
	[illegible]:		
	[illegible], 1975 for professional services		
	rendered from [illegible] 1 thru [illegible] 31, 1975:		
	[illegible] 7[illegible] . . . . [illegible],2[illegible]4.00 (Haw)		
	[illegible] 7[illegible] 71 . . . . 2[illegible]1.50 (Brdwy)	[illegible],49[illegible].50	
	TOTAL	[illegible],49[illegible].50	

I HEREBY CERTIFY that the merchandise covered, service rendered, cash advanced, or expense incurred as herein set forth has been furnished or rendered as above stated, that the charges therefor are reasonable and just, and that no portion thereof has been heretofore received by me.

DEPT. HEAD

APPROVAL ______________________, 19____ Signed ______________________, 19____

PEC

PACIFIC ENGINEERING CORPORATION
CONSULTING ENGINEERS

June 9, 1975

Multnomah County
Department of Environmental
Services
2115 S. E. Morrison
Portland, Oregon 97214

Attention: Mr. Kenneth Gervais
REFERENCE: BROADWAY, BURNSIDE, HAWTHORNE BRIDGE
ELECTRICAL CONVERSION

Statement of professional services rendered for the above referenced project, on dates as noted below:

May 1 through May 31:

724 000 71

PROJECT NO. 75-090, BRIDGE STUDY

Sr. Electrical Engineer	6 hours at $26.50		$ 159.00

PROJECT NO. 75-091, BRIDGE ENGINEERING

Sr. Electrical Engineer	5 hours at $26.50		$ 132.50

Bridg

May 1 through May 18:

PROJECT NO. 75-092, HAWTHORNE BRIDGE DRIVES

Sr. Electrical Engineer	16 hours at $26.50	$424.00	
Printing		$ 3.50	
SUBTOTAL			$ 427.50

PROJECT NO. 75-093, HAWTHORNE BRIDGE GATES

Sr. Electrical Engineer	21 hours at $26.50	$556.50	
Design Draftsman	1.5 hours at $15.00	$ 22.50	
SUBTOTAL			$ 579.00
TOTAL THIS BILLING			~~$1298.00~~

1006.50

APPROVED FOR PAYMENT
By S/K. Wheatley
Department

PEC

PACIFIC ENGINE ION

CONS

June 9, 1975

Multnomah County
Department of Environmental
Services
2115 S. E. Morrison
Portland, Oregon 97214

Attention: Mr. Kenneth Gervais
REFERENCE: HAWTHORNE BRIDGE, DRIVES & GATES

BEGIN PRELIM. ENGR CHARGES.

Statement of professional services for the above referenced project, for the weeks in May as shown below:

PROJECT NO. 75-092, HAWTHORNE BRIDGE, DRIVES

Week of May 19 through May 25:

Sr. Electrical Engineer	1 hour	at $26.50	$ 26.50	
Sr. Mechanical Engineer	1 hour	at $26.50	$ 26.50	
SUBTOTAL				$ 53.00

Week of May 26 through May 31:

Sr. Electrical Engineer	2 hours	at $26.50	$ 53.00	
Sr. Mechanical Engineer	9 hours	at $26.50	$238.50	
Design Draftsman	7 hours	at $15.00	$105.00	
			$396.50	
Mileage			$ 3.00	
SUBTOTAL				$ 399.50

PROJECT NO. 75-093, HAWTHORNE BRIDGE, GATES

Week of May 19 through May 25:

Sr. Electrical Engineer	9 hours	at $26.50	$238.50	
Draftsman	14.5 hours	at $13.00	$188.50	
SUBTOTAL				$ 427.00

Week of May 26 through May 31:

Sr. Electrical Engineer	12 hours	at $26.50	$ 318.00

TOTAL THIS BILLING $1197.50

S/K Whitley

Department
MAY 75

724 000 46

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DENNIS BUCHANAN
ALICE CORBETT
MEL GORDON
DAN MOSEE

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214
(Engineering Services Section)

March 15, 1976

Jon Rose, Region Federal Aid Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Or. 97310

Re: Hawthorne Bridge Improvements - FAUS Proj. M-0970-(1)
Contract #8320, Prefix 26-1933 - Statement of Preliminary
Engineering Costs

Dear Jon:

Reconsideration of payment of consultant fees for preliminary engineering, as outlined in my letter of February 10, 1976 is requested.

Enclosed are copies of the agreement with the consultant, copies of the consultant's bills and the County payment warrants.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

K. Wheatley
KENNETH H. WHEATLEY
Construction Engineer

KHW:ms

Encls.

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This document estimated consultant work at $8,000. It was not practical at this point to suspend the work and start procedures for selecting a consultant.

From May 19 to August 21 when completed plans were submitted to the State, weekly reports of consultant expenditures were submitted to the Division Engineer. A request to increase the allowance for consultants to $9,000 was approved. The total expenditure for preliminary engineering by the electrical consultants, on this project, during the above period was $8,869.25, as shown on the weekly reports.

It is submitted, that for the following reasons, the County should be reimbursed by the above amount.

1. County contracted in good faith with consultants before the project was converted to a Federal Aid project.

2. Subsequent circumstances precluded the opportunity to conform to approved procedures for selecting consultants.

3. The consultants involved are reputable and well experienced in the application of motors, drives and controls, and automatic machinery.

4. The amount requested for reimbursement is less than 5% of the value of the electrical and mechanical items on the contract.

Yours very truly,

OLIVER J. DOMREIS
County Engineer

KENNETH H. WHEATLEY
Design and Construction Engineer

KHW:i
Att.

CE RE RME RCE
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UE FEB 09 1976 RSC
SO REGION I RBI
ENV LOC

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

Multnomah County Oregon

DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) 248-5000 • 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214

February 6, 1976

Mr. Jon Rose,
Regional Federal Aid Engineer,
P. O. Box 02157,
Portland, Oregon
97202

Re: Hawthorne Bridge Improvements, Project M 0970-(1),
Prefix 26-1933, Reimbursement of Consultant Expenses
for Preliminary Engineering

Dear Mr. Rose:

Subsequent to a PUC order terminating Direct Current service in the Portland area by December 31, 1975, Multnomah County engaged Pacific Engineering Corporation to perform studies, make recommendations and prepare specifications in connection with the conversion to A.C. of three bridges -- Broadway, Burnside and Hawthorne. It was known that the motors on the Hawthorne, installed about 1912, were in poor condition. Plans to replace the manually operated gates were already being prepared by this office. A copy of the Pacific Engineering Corporation agreement is included. It is dated March 6; at this time none of the work was being considered for Federal Assistance.

Shortly after the consultants commenced work on these projects, the Hawthorne Bridge work and Columbia Boulevard widening were nominated for participation as jobs requiring no Environmental Impact Statements, public hearings or other delays, for a Federal Program aimed at reducing unemployment. It was, at that time, important that these projects could be let with minimum delay. This office and the consultants proceeded as rapidly as possible with the planning and design for the Hawthorne.

The projects were accepted, but the program had somehow reverted to the Urban System Program with all its attendant procedures. A County-State agreement was executed about April 15 and an "Authority for Survey" followed by May 19.

653-3143

Robert W. Straub May 19, 1975

Mr. Oliver Domreis
Department of Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

Multnomah County is hereby authorized to proceed with preliminary engineering for the Hawthorne Bridge project proposed for modernizing motors and controls on that structure in accordance with the project agreement.

For your information we are attaching a copy of the "Authority For Survey". In all correspondence and records please make reference to survey prefix 26-1933 and project number M-0970 (1).

Please caution all County personnel who will be working on this project that clear records of time and expenses are absolutely imperative. Any failure may result in unnecessary disputes and non-participation by Federal and State funds.

If you should anticipate that costs will overrun the authorization, please contact this office as soon as that fact becomes apparent. Timely notice is important in any approval of additional authorization.

Very truly yours,

Jon Rose
Region Federal Aid Engineer

JR/lms
bc: Metro
Dick Warein

SUMMARY

PACIFIC ENGINEERING CORP

[illegible]

MAY 75	$ 1197.50	(from May 19)
June	3104.25	
July	3800.65	
August	737.75	(To Aug 15)
TOTAL		$ 8840.15 ~

Multnomah County

May 75	1420.59	(from May 19)
June	2987.00	
July	1288.40	
August	1936.61	(to Aug 15)
TOTAL		7632.60 ~

Total amount of reimbursment $ 16,472 75 ~

Jones

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 17, 1976

FILE: LOC 17

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
County/City Unit

SUBJECT: CONSULTANT AGREEMENT
Hawthorne Bridge Project
Multnomah County
Prefix: 26-1933

On March 11th, Ken Limbocker and I, in company with Cliff Christensen of the FHWA, met with Multnomah County Construction Engineer Ken Wheatley. At the time the County requested the Hawthorne Bridge project for federal funding, a consultant had been engaged for some time to assist the County in designing its electric lift mechanisms and controls. Since approval of the project for federal funding, the consultant has incurred expenses of approximately $9,000 and the County has requested reimbursement for this amount. Although the charges are probably valid and justified, the lack of documentation and prior approval make routine acceptance of these charges impossible.

At the March 11th meeting Cliff Christensen, without making any commitment, indicated that the FHWA would be willing to review any material that the County could provide and consider what might be done to resolve the situation.

Since the FHWA has indicated willingness to review this request, would you forward this and the previously submitted material for an opinion?

Unrein
Pls review
and discuss
H

JR/lms
Attachment
cc: Max Klotz
Arvey Nelson

RECEIVED
COUNTY & CITY SECTION
MAR 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT

MAR 18 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

8337.

Fans
Mult Co

March 24, 1976

TO: Glen L. Green
Division Administrator
Federal Highway Administration

Attn: C. T. Christianson

ORIGINAL SIGNED BY
L. W. RULIEN

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Consultant Preliminary Engineering
Hawthorne Bridge
Project No. M-0970(1)

On March 10, 1975 Multnomah County entered into an agreement with Pacific Engineering Corporation for special electrical engineering services for converting the Burnside, Hawthorne and Broadway bridges from DC to AC electrical service. Subsequently, Multnomah County applied for a Federal Aid Urban System project to fund the conversion of the Hawthorne Bridge. Your action of May 16, 1975 authorized preliminary engineering for the Hawthorne Bridge project.

This federal aid project was included in CRAG's "National Transportation Energy Conservation Action Plan" and Multnomah County was under the false impression that normal federal proceedures were waived to expedite energy conservation projects. In their haste to proceed, Multnomah County failed to follow the appropriate procedures for employing the consultant on a federal reimbursement basis.

We have reviewed the chain of events, and although Multnomah County didn't fully comply with normal federal aid requirements, we believe they acted in good faith and the consultant fees in the amount of $8,840.15 should be considered as reimburseable. We find the consultant's fee to be reasonable and just, especially when the design work envolved the modification of an old structure and lift mechanisms.

Attached for your review are copies of project correspondence, consultant agreement, and consultant's bills. Please consider this matter and determine if the consultant's fees are eligible for federal reimbursement under these unusual circumstances.

3/26/76
copy to
Dept. Jones

Attachments
RU:dp

cc: B. N. Bothman
E. L. Hard

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

8337

fans

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

April 16, 1976

RECEIVED
COUNTY & CITY SECTION
APR 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Re: Hawthorne Bridge Improvements, Project M 0970-(1), Prefix 26-1933, Reimbursement of Consultant Expenses for Preliminary Engineering

Dear Mr. Rose:

Enclosed is a receipt to the State Highway Division for the reimbursement of the engineering expenses incurred on this project. This receipt is in the amount of $16,472.75.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

Oliver J. Domreis

Oliver J. Domreis

MULTNOMAH COUNTY – DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET

Portland, Oregon 97214, Apr 1, 1976 **Nº 2789**

Received of State Highway Division
Sixteen thousand four hundred seventy-two and 75/100 DOLLARS
For Reimbursement for engineering service on Hawthorne Bridge improvement

CREDIT BUC # 99300[illegible] Misc. Road Fund reimbursement

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES

$ 16,472.75

By J Bielinski

FORM RM-53

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project M-0970(1)
Hawthorne Bridge
Consultant Preliminary Engineering

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's letter dated March 24, 1976 submitted background information on the consultant work performed under preliminary engineering on this project. You have requested a determination as to eligibility under the unusual circumstances involved in this project.

The initial submittal of this consultant agreement was rejected by the State and I believe that action was proper at that time. The County then asked for a meeting to discuss the circumstances. That meeting was held on March 11, 1976 between Mr. Wheatly, Multnomah County; Mr. Limbocker, OSHD Metro; Mr. Rose, OSHD Region 1; and Mr. Christianson, FHWA. Following a review of the project circumstances and a discussion of Federal regulations, Mr. Wheatly was advised to gather all available data and resubmit to the State for further review. He was advised that both State and Federal approval would be necessary.

Based on the information you furnished and our review, I concur in Federal-aid participation in the $8,840.15 fee. The fee appears reasonable. Your files should show a substantiating estimate.

In order to show procedural compliance in the future, Multnomah County should be advised to develop a procedure covering engagement of consultants and covering the form and content of agreements. This procedure should be documented and have the concurrence of the OSHD Project Management Engineer prior to proposing any further work by consultants on projects that could receive Federal financing.

for G. L. Green

PROJECT MANAGER
APR 16 '76
REFER TO:
R/D

R

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy [illegible]

8337

faus

Salem, Oregon
April 27, 1976

ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Project Management Engineer

Consultant P.E. Charges
Hawthorne Bridge
FAUS Project M-0970(1)

Mr. E. L. Hardt
Region 1 Engineer
Milwaukie

Attached is FHWA's April 9, 1976 memorandum in which they concur that federal funds may participate in Pacific Engineering Corporation's preliminary engineering fee of $8,840.15 on the Hawthorne Bridge project M-0970(1).

Please have Multnomah County prepare an itemized statement substantiating the consultant's fee and provide this to the Finance Branch.

Also seek an adopted policy from Multnomah County on the procedures they will use in the future for the engagement of consultants on federal aid projects.

LWR/RU:sch

Attachment

cc: R. N. Bothman

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

furnished a copy of section 6-1-2-2 of the Federal Aid Highway Program Manual dealing with the use of consultants and this section may be used as a guide.

If there are questions regarding this, feel free to call this office.

Very truly yours,

Jon Rose
Jon Rose
Region Federal Aid Engineer

JR/lms
bc: R. N. Bothman
Project Management

8337

FAUS

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 4, 1976

Mr. Oliver Domreis
Director of Public Works
Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97214

Re: Consultant Expenses
Hawthorne Bridge Project
Federal Aid Project M-0970(1)
Prefix: 26-1933

Dear Mr. Domreis:

We have a letter from the Federal Highway Administration granting approval for Federal participation in the costs incurred by your consultant during preliminary engineering on the Hawthorne Bridge project. That letter requests an itemized statement substantiating the consultants fee and our Resident Engineer, Arvey Nelson, who has been working with Ken Wheatley on the project will be discussing this with Ken.

To avoid recurrence of this sort of problem, the FHWA letter has this recommendation:

> "In order to show procedural compliance in the future, Multnomah County should be advised to develop a procedure covering engagement of consultants and covering the form and content of agreements. This procedure should be documented and have the concurrence of the OSHD Project Management Engineer prior to proposing any further work by consultants on projects that could receive Federal financing."

With the liklihood that the County may use the services of consultants again, it would be well to prepare and document such a procedure before the need actually arises. I believe the County has been

PROJECT MANAGEMENT
MAY - 5 '76
REFER TO R
FOR
Info Investigate R/D Action File Letter See me
Form 81-734-3122

RECEIVED
COUNTY & CITY SECTION
MAY 10 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

FAUS

U.S. DE[illegible]TMENT OF TRANSPORTATION
FEDER[illegible]HIGHWAY ADMINISTRATION

9366

STATE CO[illegible]

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-21-76	INSPECTION MADE BY C. T. Christianson, Area Engr		PROJECT NO. M-0970(1)

IN COMPANY WITH
Marion Craft, Reg Const Engr, OSHD,
ED Holland, Res Engr, OSHD, and Ron Wong, Res Engr, Multnomah County

LOCATION
Federal-aid Urban System Route 0970 at the Intersection with
Willamette River, City of Portland

CONTRACTOR NAME AND ADDRESS
F. G. Scott Construction Co., Portland, Oregon

AWARD DATE 3-18-76	CONTRACT AMOUNT $130,047	TIME ALLOWED Specified compl. 3-31-77	TIME STARTED 3-18-76	WORK STARTED 6-28-76
QUALITY OF WORK Sat.	PROGRESS OF WORK Sat.	TIME ELAPSED 5%	WORK COMPLETED 1%	

REMARKS

HAWTHORNE BRIDGE CABLE REPLACEMENT

Work to be completed under this contract includes furnishing and installing approximately 6900 lineal feet of 1½" counterweight cables. The replacement of these cables is considered necessary at this time as a major reconstruction element to replace the original cables that were installed in the early 1900's.

Work performed to date has included preparation of one on-site construction platform and the stretching of one predetermined length of cable in order to establish a typical length for installation purposes. The actual cable installation on this portion of the project should not take too long since most of the time will be used in the fabrication and stretch testing of the ordered cable lengths. Work is progressing satisfactorily and no significant problems are anticipated.

3-76
Copies To:
Walt Hart
Ed Hardt
Ed Holland
Ron Wong (Mult. Co)
Robert Church
Carl Olson
Don Harwell

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☒ [illegible]E ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
FOR
Inve[illegible] R.D. D/R Sign Act File

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

8337 FAUS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY 9306

cc: (E. Hunter, OSHD)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-21-76	INSPECTION MADE BY C. T. Christianson, Area Engr CTC		PROJECT NO. M-0970(1)

IN COMPANY WITH Marion Craft, Reg Constr Engr OSHD, Ed Holland, Res Engr OSHD and Ronald Wong, Reg Engr Multnomah County

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
FOR

LOCATION
Federal-Aid Urban System Route 0970 at the Intersection of the Williamette River, City of Portland.

CONTRACTOR NAME AND ADDRESS
W. P. Grasle Company, Portland, Oregon

AWARD DATE 12-08-75	CONTRACT AMOUNT $283,333.	TIME ALLOWED Spec. Complet. 8-31-76	TIME STARTED Not Applicable	WORK STARTED 1-12-76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 78%	WORK COMPLETED 77%	

REMARKS

HAWTHORNE BRIDGE
Control Improvement

Purpose of this project was to furnished and install lift span rotors and controls; to replace and remodel the control house facilities and safety equipment. The original equipment was installed with the lift span in 1914. Replacement of the control mechanism is necessary due to age of the original equipment and a change in the electrical supply by the local power company. The work being preformed on this contract will allow automatic operations of all gates and signal installations. Eliminating the need for gatemen on either end of the lift span who have (up until this time) manually controlled traffic and safety gates.

3 76 [illegible] Holland on Wong [illegible]

All materials incorporated into this project are being accepted based on manufacturers certification and visual inspection on the job site. Virtually all of the materials utilized are electronic equipment and prefabricated cables. Close field inspection of all welding and painting operations is done by the Regional Engineer for Multnomah county who is experience in bridge construction. Work remaining to be completed includes the installation of the two new motors, completions of the central control console and removal of the gates houses at either end of the lifts span.

This project has progressed very smoothly with no significant problems that could not be handled in the field. It is expected that the contractor will completed his work within the specified time limit.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

8337

OREGON STATE HIGHWAY D ION

Form A-191—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Multnomah County
Board of Commissioners
Courthouse
Portland, OR 97204

Attention of
Mr. Oliver J. Domreis
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1593

Date July 23, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Partial Transfer of Advance Deposit:

Urban System Project M-0970(1)
Hawthorne Bridge Control Improvement
Multnomah County
Contract No. 8320

Itemized Statement: CLR-DT File #M-0970-1 Advance Deposit $36,000

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit		$36,000
		Amount to be Transferred		33,000
		Amount to be Retained		$ 3,000

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:
326-1058-299

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 36,000

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engr.

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8337

fam

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Multnomah County
Board of Commissioners
Courthouse

Portland, OR 97204

Attention of Mr. Oliver J. Domreis
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1594

Date July 23, 1976

Payer's Order No. (if any) ....

Highway Div. Order No. (if any) .... (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Transfer of Advance Deposit:

Urban System Project M-0970(1)
Hawthorne Bridge Cable Replacement
Multnomah County
Contract No. 8337

Itemized Statement: CLR-DT File #M-0970-1 Advance Deposit $16,240

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit		$16,240
		Amount to be Transferred		14,000
		Amount to be Retained		$ 2,240

If payer has made payment for this service, indicate the amount of payment. $..............

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 16,240

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $..............

Give the number of the last previous request in connection with this same service. ....

Credit distribution:
326-1062-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engr.

Approved:
....
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐
....
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

F. G. SCOTT CONSTRUCTION COMPANY
3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906

Residential
Industrial

MAR 30 12 10 PM '77
MULT... COUNTY
OREGON

March 29, 1977

Multnomah County Oregon
Engineering Services Section
Mr. Kenneth H. Wheatley, Const. &
Design Engineer
2115 S. E. Morrison St.
Portland, Oregon 97214

RE: Project FAUS # 0970, Contract # 8337
Hawthorne Bridge Cable Replacement

Gentlemen:

As you know, we have attempted to lubricate the cables with the protective coating that is called for in the specifications.

We have tried two different materials on two different occasions, and it is our conclusion that in order to perform this work, and have it done correctly, we need an ambient temperature in the 70 - 80 range for a period of about one week.

Accordingly, we are requesting a time extension until July 31, 1977, or such sooner date as this temperature condition is available to us.

Sincerely;

F G Scott
F. G. Scott

FGS/klw

____County Eng.
____Eng. Svc.
____Proj. Coord.
____Traffic
____Neigh. Imp.
x Wheatley
____Const. Eng.
____Comput
x [illegible]
____Eng. Plan
____
____Civ. Eng.
____Draft
____Surv.
____Supv. Clk.
____File
____Dir. Plan. Dev.
____
____Des. Admin.
____
____Opr. & Maint.
____Accounting

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8337 Contractor **F.G. SCOTT CONSTRUCTION COMPANY**

Highway **FAUS 0970**

Section **Hawthorne Bridge - Cable Replacement**

Kind of Work **Replacement of wire-ropes on the counterweights**

It is recommended that the request for **an extension of the completion date** ~~increase in the number of workdays~~ within which to complete said contract be ~~[illegible]~~r GRANTED. The reasons for such recommendation are as follows: **The project is basicly complete with the exception of field applied lubrication. The installation of the cables was completed last Fall. The TEXACO "Crater 2X" lubricant is difficult to apply due to the fact that it becomes viscous upon contact with the cold cable, thus causing an uneven coating....The delay does not hinder the operation of the bridge.**

Project Engineer: Ron Wong

Ron Wong

Construction Section recommends an extension of contract time to July 31, 1977. This is because of the necessity of warm, dry weather of 70 - 80 degrees to lubricate the cables. This delay does not hinder the operation of the bridge.

Recommended for Approval:

Marion Craft
f Division Engineer

Construction Engineer or ~~Bridge Engineer~~
for

H. S. Coulter
State Highway Engineer

Contract No. 8337

Project designation **M-0970 (1)**
State-Federal

Date awarded **March 18, 1976**

Work started **June 28, 1976**

Per cent completed **98% 9-18-76**
Date

Completion Date ~~No. of Workdays Allowed~~ **March 31, 1977**

Days Used ~~Total Workdays Used~~ **278/278 = 100%**

Completion Date Extension ~~No. of Added Workdays~~ Requested **7-31-77**

E—[illegible]0 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 31, 1977

Gentlemen:

We, the undersigned, respectfully request an extension of the completion date to ~~increase in the number of workdays from~~ 7-31-77 ~~days to days~~, within which to complete our Contract No. 8337, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See F.G. Scott Construction Company's request attached...dated 3-29-77

Respectfully submitted,

F. G. Scott Construction Co.
Contractor

By FGScott President

CONSENT OF SURETY

Date MAY 2, 1977

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
A. G. SADOWSKI

(SEAL)

Resident Agent

FORM 81-734-3030

FILE: CON 5 #8337

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Hawthorne Bridge
Cable Replacement
Contract No. 8337
Request for Time Extension

This contract has a March 31, 1977 specified completion date. The contractor, F. G. Scott Construction Company, has now submitted the attached formal request for an extension of this date to July 31. The purpose of this contract is to replace the 48 1-1/2 inch steel ropes that raise the lift span and connect counterweight. The contract is engineered and administered by Multnomah County and is a Federal-aid Urban Project. Some pertinent dates are:

Bids opened	February 26, 1976
Contract sent	March 18
Site work started	June 28
All new ropes in place by	September 16
Last site work (painting)	Week of December 3, project 97% complete
Specified completion date	March 31, 1977

The only work left to do is the recoating of the cables with a special lubricant. The contractor has tried to do this, but warm, dry weather is required for a satisfactory application. Actually a stop work order could have been utilized to delay the contract time until suitable weather, but since the contractor and County have now gone to the trouble of submitting this extension request, we might as well use it. Liquidated damages accrue at the rate of $100 per day.

We concur in the field recommendations for granting the requested extension to a new completion date of July 31, 1977. We are holding the $6,200 cash retainage on this project, so it behooves the contractor to complete the work as soon as weather conditions permit. This can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUN 7 '77
REFER TO
FOR

8337

June 7, 1977

F. G. Scott Construction Company
3680 Brooklake Road N.E.
Salem, OR 97305

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8337 for work on the Hawthorne Bridge (cable replacement) in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of time to July 31, 1977 is granted. This will provide suitable weather for proper application of the cable lubricant.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
Arvey Nelson
E. L. Hardt

Hawthorne Bridge Section
Nonparticipating - State Work

Spare Parts	All Required	$ 4,000.00

Length of Project - - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 8,000.00	$ 6,250.00	$ 875.00	$ 875.00
Controls Improvements	366,768.00	286,774.00	39,997.00	39,997.00
Cable Replacement	143,051.00	111,851.00	15,600.00	15,600.00
Total	$517,819.00	$404,875.00	$56,472.00	$56,472.00

Controls Improvement

Group 1	100%
Contract No.	8320
Prefix No.	326-1058

Cable Replacement

Group 1	100%
Contract No.	8337
Prefix No.	326-1062
Prefix No.	P.E. 26-1933

Oregon State Highway Division
Salem, Oregon, March 29, 1976

Federal-Aid Project
No. M-0970(1)

HAWTHORNE BRIDGE SECTION
CITY STREET FAUS 0970
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 8,000.00

Type Code X036
Bridge Controls Improvement (Hawthorne Bridge) #2757A

Mobilization	All Specified		$ 24,000.00
Temporary Protection and Direction of Traffic	All Specified		10,000.00
Temporary Signs	354 sq.ft.	9.00	3,186.00
Temporary Barricades	81 only	60.00	4,860.00
Flagmen	440 hours	14.50	6,380.00
Motors and Controls	All Specified		88,200.00
Structural Steel	All Required		39,400.00
Building Removal and Remodeling	All Specified		21,000.00
Electrical Installations	All Specified		95,400.00
Mechanical Installations	All Specified		26,300.00
Signs and Signals	All Specified		14,700.00
	Subtotal		$333,426.00
	Engineering		33,342.00
	Total		$366,768.00

Type Code X036
Lift Span Cable Replacement (Hawthorne Bridge) #2757A

Temporary Protection and Direction of Traffic	All Required		$ 10,580.00
Temporary Signs	354 sq.ft.	3.00	1,062.00
Temporary Barricades	81 only	5.00	405.00
Flagmen	240 hours	5.00	1,200.00
Furnish and Install Counterweight Ropes	All Required		116,800.00
	Subtotal		$130,047.00
	Engineering		13,004.00
	Total		$143,051.00

AGREEMENT PROVISIONS

1. HESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8-3-37 13

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-57	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4 9 76	State: Oregon County: Multnomah Project No.: M-0970(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, Hawthorne Bridge (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-16-75	0.26
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-75	0.26
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 517,819	FEDERAL FUNDS $ 404,875

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 9 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Length of Project - - - - - - - - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 22,920.00	$ 19,653.00	$ 1,633.50	$ 1,633.50
Controls Improvements	311,666.00	267,409.00	22,128.50	22,128.50
Cable Replacement	143,051.00	122,737.00	10,157.00	10,157.00
Total	$477,637.00	$409,799.00	$33,919.00	$33,919.00

Controls Improvement

Group 1	100%
Contract No.	8320
Prefix No.	326-1058

Cable Replacement

Group 1	100%
Contract No.	8337
Prefix No.	326-1062
Prefix No.	P.E. 26-1933
Pro Rata	85.8%

Oregon State Highway Division
Salem, Oregon June 8, 1977

Federal Aid Project
No. M-9366(1)

HAWTHORNE BRIDGE SECTION
CITY STREET FAUS 9366
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 22,920.00

Type Code X036
Bridge Controls Improvement (Hawthorne Bridge) #2757A

Mobilization	All Specified		$ 15,000.00
Temporary Protection and Direction of Traffic	All Specified		2,000.00
Temporary Signs	354 Sq. Ft.	2.00	708.00
Temporary Barricades	81 Only	25.00	2,025.00
Flagmen	440 Hours	15.00	6,600.00
Motors and Controls	All Specified		65,000.00
Structural Steel	All Required		50,000.00
Building Removal and Remodeling	All Specified		30,000.00
Electrical Installations	All Specified		70,000.00
Mechanical Installations	All Specified		30,000.00
Signs and Signals	All Specified		12,000.00
	Subtotal		$283,333.00
	Engineering		28,333.00
	Total		$311,666.00

Type Code X036
Lift Span Cable Replacement (Hawthorne Bridge) #2757A

Temporary Protection and Direction of Traffic	All Required		$ 10,580.00
Temporary Signs	354 Sq. Ft.	3.00	1,062.00
Temporary Barricades	81 only	5.00	405.00
Flagmen	240 hours	5.00	1,200.00
Furnish and Install Counterweight Ropes	All Required		116,800.00
	Subtotal		$130,047.00
	Engineering		13,004.00
	Total		$143,051.00

8337

State Copy

8

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6-167
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-21-77

Form Approved; O M B No. 04-R2089

State: Oregon

County: Multnomah

Project Number: M-9366(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 517,819	$ 477,637
Federal funds	$ 404,875	$ 409,799
Other revisions		

This modification is made for the following reasons:

Include increase in preliminary engineering work, correct error in previous estimate for bridge control improvements (contract 8320) and increase federal aid pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of June, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By

~~Deputy~~ Asst. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

8337 8

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: HAWTHORNE BRIDGE

WEEK ENDING: 7-23-77

SECTION PREFIX: 326-1062

HIGHWAY: FAUS 0970

COUNTY: Multnomah

NAME OF JOB: HAWTHORNE BRIDGE - CABLE REPLACEMENT

KIND OF WORK: Replace wire ropes on counterweights

CONTRACTOR: F.G. SCOTT CNSTRUCTION COMPANY

CONTRACT NUMBER: 8337

FEDERAL AID PROJECT NUMBER: M-0970 (1)

DATE OF CONTRACT: March 18, 1976

DATE WORK STARTED: June 28, 1976

ESTIMATED COMPLETION DATE: July 31, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: March 31, 1977

PERCENT OF TIME ELAPSED: 390/278 = 140.3%

PROJECT AUTHORIZATION: $ 135,899.12

EXCLUSIVE OF ENGINEERING: $ 128,397.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 128,397.00

ESTIMATED PERCENT: XXXXXX UNDERRUN 5.52 %

ENGINEERING AUTHORIZATION: $ 11,704.23

ENGINEERING COST TO DATE: $ 9,500.00 includes $1000 for OSHD Engr

PERCENT OF AUTHORIZATION: 81.2 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: 7-22-77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

RECEIVED
AUG 15 1977
CONSTRUCTION SECTION

Routing
Richards
Olson
Berg
Church
Gebauer
Widmer
Inlues

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17				
MONDAY 18	clear 75°F			Contractor moved in miscellaneous equipment and VITALIFE lubricant Friday afternoon.
TUESDAY 19	clear 75°F			
WEDNESDAY 20	clear 75°F			Began lubricating cables monday morning and finished Thursday afternoon with clean-up to be completed this week.
THURSDAY 21	clear 75°F			
FRIDAY 22				Ron Wong
SATURDAY 23				

July 26, 1977

STATEMENT OF OVERRUNS AND UNDERRUNS

Hawthorne Bridge - Cable Replacement
Multnomah County

F.A.P. M-0970 (1) Prefix 326-1062
Contract No. 8337

Contractor: F. G. Scott Construction Company
Resident Engineer: Ken Wheatley
Project Engineer: Ron Wong

Contract Amount	$130,047.00	Final Cost	$128,397.00	Underrun	- 1.27%
Contingencies	5,852.12		0.00	Underrun	-100.00%
Engineering	11,704.23		9,500.00	Underrun	- 18.83%
Total Authorization	$147,603.35		$137,897.00	Underrun	- 6.58%

	Item	Cont. Amt.	Final Qty.	% Diff.
001	Temporary Protection and Direction of Traffic Lump Sum Item	100%	100%	0.00%
002	Temporary Signs Underrun due to placement of temporary barricades.	354 Sq. Ft.	204.00 Sq. Ft.	-42.37%
003	Temporary Barricades Only	81 only	81.00 only	0.00%
004	Flagmen Underrun due to adequate signing and direction of traffic.	240 hours	None	0.00%
005	Furnish and Install Counterweight Ropes Lump Sum Item	100%	100%	0.00%

SFW 1 Provide accounting for State construction engineering funds expended. $1,000 accounted for under Engineering above.

Lubrication of the cables resumed July 15, 1977, with VITALIFE No. 2, and completed July 21, 1977.

The total project went smoothly, if not always efficiently.

The tensioning of the cables was performed by F. G. Scott's laborers.

The actual replacing of the cables was accomplished by ironworkers.

Final inspection and oral acceptance of the project was performed by Marion A. Craft (Regional Construction Engineer, State Highway Division, Oregon Department of Transportation).

RON WONG
Project Engineer

RW:im

Mult. Co.

RESIDENT ENGINEER'S PROJECT CRITIQUE

August 2, 1977

Section: HAWTHORNE BRIDGE
Kind of Work: Cable Replacement
Highway: FAUS 0970
County: Multnomah
Contractor: F. G. Scott Constr. Co.
Project Engineer: Ron Wong
Resident Engineer: Ken Wheatley

Contract No. 8337
F. A. Project No. M-0970(1)
Date of Award Contract: March 18, 1976
Specified Completion Date: March 18, 1977
Work Day Start: June 28, 1976
Time Extension to: July 31, 1977

No subcontractors were used on this contract.

The 1-1/2 inch diameter counterweight ropes (6 x 25 filler wire with sisal fiber core) were manufactured by E. H. Edwards Company of South San Francisco, Calif., with inspection performed by the State of California, Department of Public Works, Division of Highways, Materials & Research Department, for the State of Oregon.

After fabrication, the wire ropes were delivered to West Coast Wire Rope Co. in northeast Portland, where they would be cut and socketed, as directed. Gene Scott of F. G. Scott Construction Co. attempted to predetermine the "after tensioning" length of the cables by tensioning two (2) test cables. Unfortunately, the stretch factor of the first two test cables and another set of test cables were not consistent.

The first set of cables on the east span were replaced. The unstable stretch factor caused the "Equalizers" to become out-of-level. This necessitated the individual adjustments of all twelve (12) turnbuckles in the northeast group back to their original setting.

The other three groups of thirty-six (36) cables were socketed, tensioned to 40,000 pounds, held, and marked. The marked end was then resocketed by West Coast Wire Rope Co. This method eliminated turnbuckle adjustments.

Replacement of all cables was completed by Sept. 17, 1976, but the lubrication was not attempted until February 8, 1977, with Texao Crater "A". The effort was unsuccessful due to the fact that the lubricant became viscous upon contact with the cold cable, causing an uneven coating.

An extension of time to July 31, 1977, was requested and approved on June 7, 1977, by H. S. Coulter (State Highway Engineer). The delay did not hinder the operation of the Hawthorne Bridge in any manner.

Versteeg
Olson
1 Christensen Don
Scott
copy Swenson
Savage
T[illegible]

RECEIVED
AUG 30 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

8337

8

October 5, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 30, 1977, we wrote to you concerning release of final payment on Contract No. 8337 awarded to F. G. Scott Construction Co. for cable replacement on the Hawthorne Bridge in Multnomah County.

Final payment on this contract is $1,000 and the total contract amount is $128,397. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc F. G. Scott Construction Co.
3680 Brooklake Road N.E.
Salem, OR 97305

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

#8337

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

2-77

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-5-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO M-9366(1)
COMPLETION DATE 6-27-77* 7-22-77**	ACCEPTANCE DATE BY CONTRACT AGENCY 9-28-78	TIME ELAPSED 140* 140** %	CONTRACT TIME Sp.Comp. 8-31-76* 3-31-77**
APPROVED EXTENSIONS	LOCATION Hawthorne Bridge - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HAWTHORNE BRIDGE

*Contract 8320	Control Replacement
**Contract 8337	Cable Replacement

Final Total Cost *$322,400 - 1% under
**$137,900 - 6% under

This project replaced the control mechanism for the lift span. The original equipment was installed with the bridge in 1914.

RECEIVED
STATE HWY ENGR
FEB - 9'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
FEB 7 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson C. T. Christianson		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-7-79	TITLE Field Operations Engineer	DATE 2-7-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-020

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
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RECEIVED
STATE HWY ENGR
FEB - 9'79
REFER TO
Casey
FOR
Info Inves R/D D/R Sign Act File

COPY SENT
FEB 7 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C.T. Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-7-79	TITLE Field Operations Engineer	DATE 2-7-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

C/A 5314 5-21-75

See: 8320

8337 Hawthorne Br. Sec. of FAUS 1976
Rt. 0970 in Portland
(Cable replacement)

this high priority on the final listing is good and that the State's acquisition of the necessary property for construction of the ramps could proceed in the near future.

Mr. Hunter also indicated that if State bond funds were used to provide the necessary right-of-way for the ramp construction, then the Highway Division would administer the process and use its staff for the acquisition and site clearance activities. He indicated that the State would not "close the door" on Agency staff involvement in the project, but that the State's policy was to keep control over such projects when its money was involved.

Although this policy is certainly understandable, I urge that Agency staff be allowed to share in the bridge ramp acquisition and clearance process because of its integral relationship with the proposed Front Street By-Pass Project. In addition, we are presently actively involved in the Riverfront Design Program which includes the entire Willamette Riverfront between Hickory Street on the north and Mission Street on the south which, of course, includes the Front Street and Ramp Project. The experience that currently has been gained in dealings with affected property owners and subsequent experience that would be gained by Agency staff involved in the acquisition for the Ramp Project would be invaluable in the execution of future Front Street By-Pass and Riverfront Program activities.

It seems appropriate that a meeting be scheduled between yourself, Highway Division and Urban Renewal Agency staff in order to clarify the execution of this project. I have asked Agency staff to arrange this meeting within the next week or two and hope that any problems that may exist can be resolved at that time.

Yours truly,

RSM

Robert S. Moore,
Executive Director

k5/5-6
cc: Ed Hunter, Assistant State Highway Engineer
Robert Holmes, Renewal Administrator
Jim Walker, Development Engineer

8331

Ed Hunter

April 2, 1974

NOTED
E. S. HUNTER

Mr. Fred Klaboe
Administrator of Highways
Oregon State Highway Division
104 Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

SUBJECT: Willamette River Bridge Ramp Project, Central Salem Development Program

It has recently come to my attention that a possible misunderstanding exists between the State Highway Division and the City of Salem regarding the acquisition phase of the Bridge Ramp Project. We understand that the Highway Division staff believes the City is currently in the process of acquiring property for the ramp construction. This is not the case, and perhaps the following will clarify the situation.

In my letter to you of October 26, 1973 it was stated that the City of Salem would acquire and clear the necessary property required for the Bridge Ramp Project. This process was tentatively to be completed by late 1974. However, subsequent studies by our staff showed that neither the City of Salem nor the Urban Renewal Agency had the funds to acquire and clear the necessary land in time for construction to commence in the spring of 1975.

This information was conveyed in telephone conversations to Mr. Hunter of the State Highway Division by Jim Walker of the Urban Renewal staff in December, 1973. An inquiry was also made by Mr. Walker that, under these circumstances, if it would be possible for the Highway Division to acquire and clear the necessary property. Mr. Hunter indicated that 1974 tri-county highway bond funds could be used for this purpose, if the project received a high enough priority in the final project listing. To this end, Mr. Walker indicated that the Urban Renewal Agency staff would do everything possible to encourage the high priority of the ramp project.

As you are undoubtedly aware, the adopted tri-county priority listing included, as its first priority the bridge ramps and Front Street improvement. Since this Project does carry the first priority, we assume the chance of the project retaining

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

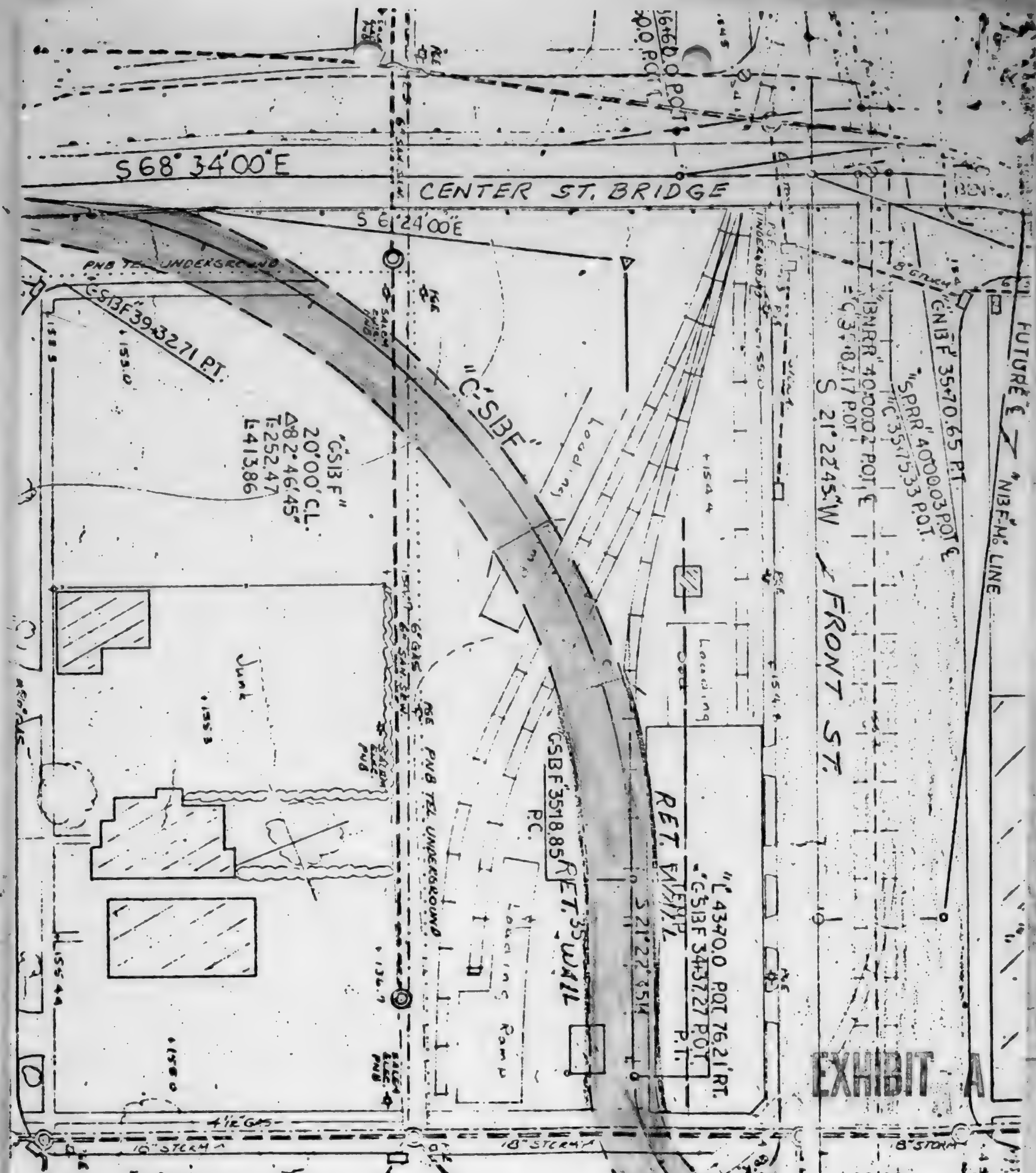
S 68° 34'00"E
CENTER ST. BRIDGE
S 61°24'00"E
PNB TEL UNDERGROUND
"GS13F" 39+32.71 PT.
"C"S13F"
"GS13F"
20°00' CL.
Δ82°46'45"
T=252.47
L=413.86
Junk
Loading
Loading Dock
GSBF 35+18.85 P.C.
RET. WALL
RET. 35' WALL
PNB TEL UNDERGROUND
Loading Ramp
"L" 43+70.0 POT 76.21' RT.
"C"S13F 34+37.27 POT
P.T.
S 21°22'35"W
"BNRR" 40+00.02 POT ℄
= "C" 35+82.17 POT
"SPRR" 40+00.03 POT ℄
"C" 35+75.33 POT
S 21°22'45"W
FRONT ST.
"GN13F" 35+70.65 PT.
FUTURE ℄
"N13F.M." LINE
16+60.0 POT
0.0 POT
4½" GAS
16" STORM
18" STORM
8" STORM

EXHIBIT A

GENERAL PROVISIONS:

State and City mutually agree and understand that City shall obtain the necessary right-of-way, by purchase or otherwise, and upon completion of said acquisition, shall be reimbursed by State for all costs incurred by City by reason of said right-of-way acquisition. Right-of-way limits for the ramp and appurtenances thereto shall be as determined at a later date.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City Officials have acted in this matter pursuant to Ordinance or Resolution No. ________, passed by its City Council on the _______ day of _______________, 19____.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on ______________________ by ____________________________, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED:

____
Assistant State Highway Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

____
Administrator & State Highway Engineer

APPROVED AS TO FORM:

____
City Attorney

CITY OF SALEM, by and through its City Officials

By________________________________
Mayor

By________________________________
Recorder

MCH:ljt
4/23/74

6. After State has requested City to move ANY OF THE ABOVE-MENTIONED CITY-OWNED UTILITIES OR FACILITIES, City shall notify the engineer prior to commencing the relocation work on such utilities or facilities so that the relocation work can be properly coordinated with the other work of the project.

7. City shall allow state engineers and/or inspectors to inspect ANY RELOCATION OF UTILITY conduits, lines, poles, mains, pipes, and other such FACILITIES, AS DESCRIBED IN PARAGRAPHS 3 AND 4 in order to determine whether said utilities or facilities have been relocated in accordance with the plans for the project.

8. City shall obtain State's concurrence and/or approval of any NEW UTILITY INSTALLATIONS within the right of way of the project, or EXISTING UTILITIES RETAINED within the right of way.

9. City shall not permit any encroachments upon the project right of way which will cause more than a temporary obstruction to the free and convenient flow of traffic over said highway.

10. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the construction of the project within the city limits.

11. In compliance with various rules, regulations, and policies, the City shall obtain from State prior approval of any future changes, including traffic-control measures, that may affect the facility covered by this agreement.

12. City shall pass an ordinance or resolution as the case may be authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

3. State shall, without cost to City, relocate or cause to be relocated all existing privately-owned utility conduits, lines, poles, mains, pipes, and other such facilities that are located on private property where such relocation is necessary to conform said utilities or facilities to the plans for the project.

4. State shall, upon receipt from City of an itemized statement in triplicate of such expenses, reimburse City for the reasonable expenses incurred by City in relocating or extending any City-owned utility conduits, lines, poles, mains, pipes and other such facilities located within a public right-of-way, upon city-owned property, or on private property under the city easement, where such relocation or extension is necessary to conform said facilities to the plans for the project; except that in the event such facilities are located within or upon the right-of-way of a state highway under a permit issued by the Oregon Transportation Commission under condition that the permittee will bear the cost of any relocation, the expense of relocating or extending such facilities shall be borne by the City.

__THINGS TO BE DONE BY CITY__:

1. City, by execution of this agreement, approves the RECITALS herein, aforesaid Exhibit A, THINGS TO BE DONE BY STATE, and all other provisions set forth in this agreement.

2. City shall, at its own initial cost and upon request by State, relocate or extend those City-owned utility facilities described in Paragraph 8 under THINGS TO BE DONE BY STATE, subject to reimbursement as therein provided. The City hereby consents that pursuant to 15 CFR Part 8, Section 8.5(b)(4)(ii), the Appendix "A" clauses of the Civil Rights Assurances must be included in all utility relocation contracts where Federal funds are involved and the City does not perform the relocation work with its own forces. This would usually occur when the City enters into a contract or agreement with a contractor to perform all or a portion of the work.

3. City shall, upon request by State and without cost to State, relocate or cause to be relocated, all City-owned utility conduits, lines, poles, mains, pipes and other such facilities not located within a public right of way, upon City-owned property, or on private property under City easement, where such relocation is necessary to conform said facilities to the plans for the project.

4. City shall, without cost to the State, relocate or cause to be relocated all CITY-OWNED UTILITY conduits, lines, poles, mains, pipes and other such FACILITIES LOCATED WITHIN OR UPON THE RIGHT OF WAY OF A STATE HIGHWAY under a permit issued by State Highway Commission upon condition that the permittee will bear the cost of any relocation.

5. City shall, upon request by State and without cost to State, relocate or cause to be relocated all PRIVATELY-OWNED UTILITY conduits, lines, poles, mains, pipes and other such FACILITIES LOCATED WITHIN THE LIMITS OF CITY ON PUBLIC STREETS OR WAYS where such relocation is necessary to conform said utilities or facilities to the plans for the project. To this end City shall exercise all its municipal powers, including the legislative power, to require relocation of such utilities or facilities.

Bridge Ramps

App'd by Hunter
MCH:ljt, 4/23/74

AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State," and the CITY OF SALEM, a municipal corporation of the State of Oregon, by and through its City Officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon and for the safe and expeditious flow of traffic, State and City plan and propose to construct the Center Street Bridge Off-Ramp connection to Front Street for egress from the Willamina-Salem Highway, State Primary Highway No. 30, lying within the corporate limits of the City of Salem. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project." Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a sketch map setting forth the general location and plans for the project, to show the general route of the project, its connections, and other features of a general nature.

2. By the authority granted in ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any street, highway or road; and State may, with the consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. By the authority granted in ORS 373.010 and ORS 373.015, whenever the route of any state highway passes through the corporate limits of any city, State may locate, relocate, reroute, abandon, alter, or change such routing when in its opinion the interests of the motoring public will be better served.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State, by execution of this agreement, approves the RECITALS herein, Exhibit A, the provisions of THINGS TO BE DONE BY CITY, and all other provisions set forth in this agreement.

2. State shall prepare all plans, let and award all contracts, supervise the construction and, following completion of the project, thereafter perform the required maintenance on the highway, approximately as shown colored in green on the attached Exhibit A.

#8336

9

Community Development
Housing
Urban Renewal
city of salem, oregon

June 12, 1974

F.B. Klaboe, Administrator and
State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Klaboe:

SUBJECT: Construction Agreement
Center Street Bridge Off-Ramp
Willamina-Salem Highway

Attached is a revised draft of subject agreement.

We look forward to finalizing this agreement and getting started with this worthwhile project as soon as possible.

Yours truly,

Robert S. Moore

Robert S. Moore
City Manager

RSM/lm

cc: D.N. Harwell, Assistant Engineer, County & City Unit
E.S. Hunter, Assistant State Highway Engineer
R. Briscoe, Assistant City Manager/Community Development
B. Juza, City Attorney

Hand delivered

RECEIVED
STATE HWY ENGR
JUN 12 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Room 225 ☐
Room 310 ☒ • City Hall • 555 Liberty St. SE • Salem, Oregon 97301 • (503) 588-6011

this high priority on the final listing is good and that the State's acquisition of the necessary property for construction of the ramps could proceed in the near future.

Mr. Hunter also indicated that if State bond funds were used to provide the necessary right-of-way for the ramp construction, then the Highway Division would administer the process and use its staff for the acquisition and site clearance activities. He indicated that the State would not "close the door" on Agency staff involvement in the project, but that the State's policy was to keep control over such projects when its money was involved.

Although this policy is certainly understandable, I urge that Agency staff be allowed to share in the bridge ramp acquisition and clearance process because of its integral relationship with the proposed Front Street By-Pass Project. In addition, we are presently actively involved in the Riverfront Design Program which includes the entire Willamette Riverfront between Hickory Street on the north and Mission Street on the south which, of course, includes the Front Street and Ramp Project. The experience that currently has been gained in dealings with affected property owners and subsequent experience that would be gained by Agency staff involved in the acquisition for the Ramp Project would be invaluable in the execution of future Front Street By-Pass and Riverfront Program activities.

It seems appropriate that a meeting be scheduled between yourself, Highway Division and Urban Renewal Agency staff in order to clarify the execution of this project. I have asked Agency staff to arrange this meeting within the next week or two and hope that any problems that may exist can be resolved at that time.

Yours truly,

Robert S. Moore

Robert S. Moore,
Executive Director

k5/5-6
cc: Ed Hunter, Assistant State Highway Engineer
Robert Holmes, Renewal Administrator
Jim Walker, Development Engineer

Community Development
Housing
Urban Renewal
city of salem, oregon

Con 9-1-1
Salem
Front St Bypass

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 4 '74
REFER TO
FOR
Info | Wee | R/D | D/R | Sign | Act | File

[illegible]

April 2, 1974

Mr. Fred Klaboe
Administrator of Highways
Oregon State Highway Division
104 Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

SUBJECT: Willamette River Bridge Ramp Project, Central Salem Development Program

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NOTED
A. E. JOHNSON

TRAFFIC VOLUMES on EXISTING BRIDGE COUPLET

Situation	w/o Front St Ramps			w/ Front St. Ramps		
	Design Capacity	Daily Volume	Over-loads	Design Capacity	Daily Volume	Over-loads
1972						
Average Daily Traffic (ADT)	30,000 ADT	35,600	5600	40,000 ADT	35,600	—
Maximum Daily Traffic	↓	>40,000	>10,000	↓	>40,000	
1990						
w/ Pine & Mission Br.		43,300	13,300		43,300	3,300
w/ Market & Mission Br.		38,300	8,300		38,300	—
w/ Union/Division & Mission Br		35,200	5,200		35,200	—

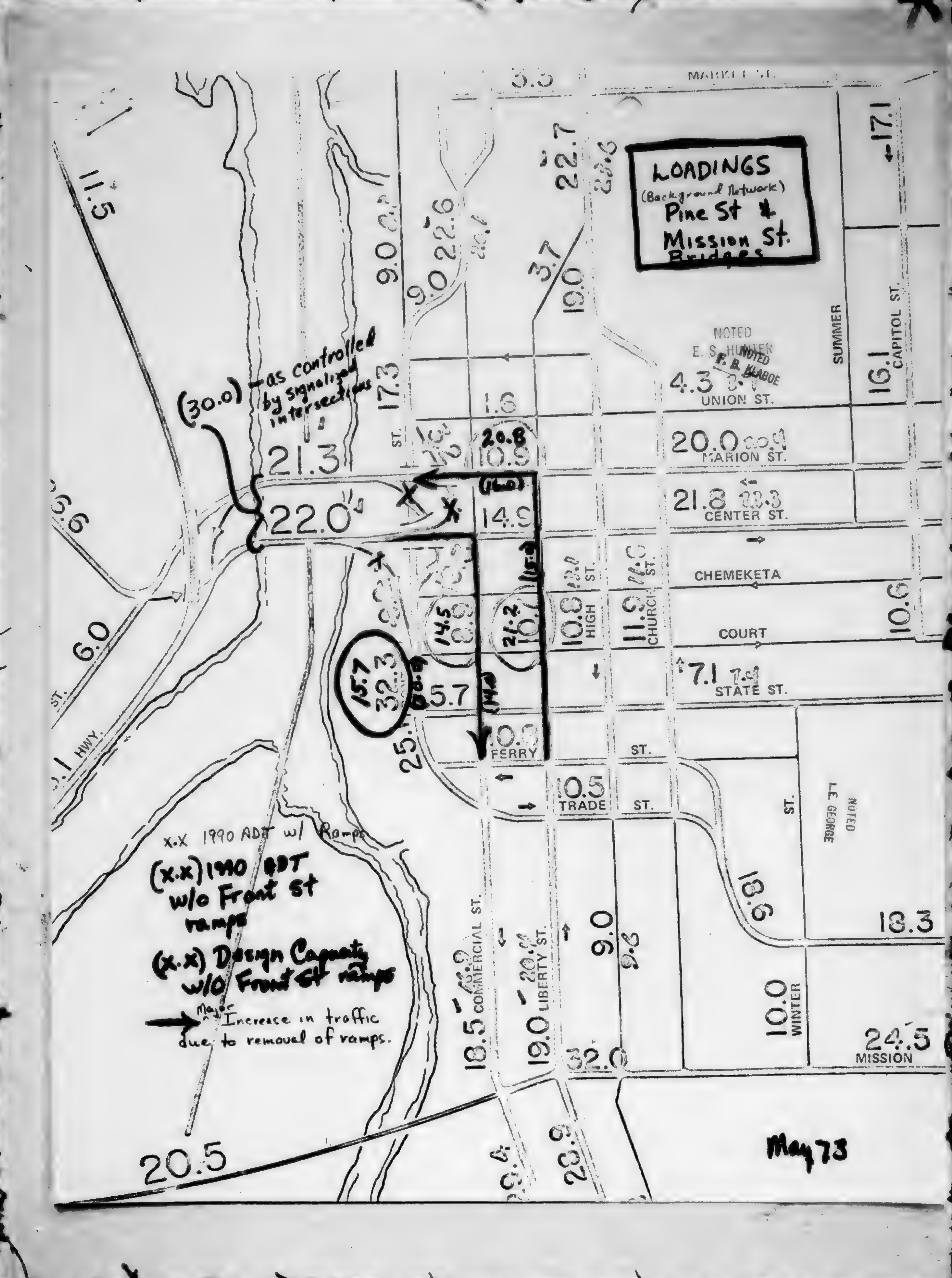
NOTED
L.E. GEORGE

CONCLUSIONS

Without the Front St ramps the existing bridge couplet will be overloaded by > 5600 vpd in 1972 to 5200-13,300 in 1990. In addition 1990 traffic volumes on the Liberty-Commercial couplet in downtown Salem will increase about 16,000 ADT without the ramps, increasing the congestion in this area.

Thus, the Front St ramps are needed to alleviate existing & expected congestion on the bridge couplet & downtown regardless of the addition of two new river crossings by 1990

JWS 15 May 73



LOADINGS
(Background Network)
Pine St & Mission St. Bridges

X.X 1990 ADT w/ Ramps

(X.X) 1990 ADT w/o Front St ramps

(X.X) Design Capacity w/o Front St ramps

→ Major Increase in traffic due to removal of ramps.

(30.0) – as controlled by signalized intersections

May 73

NOTED E. S. HUNTER

NOTED F. B. KLABOE

NOTED L.E. GEORGE

MARKET ST.
UNION ST.
MARION ST.
CENTER ST.
CHEMEKETA
COURT
STATE ST.
FERRY
ST.
TRADE
ST.
COMMERCIAL ST.
LIBERTY ST.
HIGH
ST.
CHURCH
ST.
SUMMER
CAPITOL ST.
WINTER
MISSION
HWY.
ST.
ST.
11.5
6.0
9.0
9.0
22.6
22.7
3.7
19.0
17.1
17.3
1.6
4.3
16.1
21.3
20.8
10.9
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32.3
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7.1
25.1
10.5
18.6
13.3
9.0
10.0
24.5
18.5
19.0
20.9
32.0
20.5
28.9

Gr. 9-1-1
Salem
Front St

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

bc: F. B. Klaboe
J. H. Versteeg
L. W. Rulien
C. O. Fredrickson

April 24, 1974

NOTED
E. S. HUNTER

2-0-5

City of Salem
City Hall
Salem, Oregon 97301

Attention Mr. Robert Moore
City Manager

Re: Construction Agreement
Center Street Bridge Off-Ramp
Willamina-Salem Hwy. (ORE 22)
City of Salem

Gentlemen:

Officials of City and State met recently to discuss the waterfront study and related construction as it may affect the adjacent streets in the immediate area of the Center Street-Marion Street Bridges.

The discussion centered around staging of construction due to various matters of rights-of-way, financing, railroad, etc. The conclusion reached was for City to appraise and acquire the necessary right-of-way and the State would design and construct, as a first stage project, a southbound off-ramp from the Center Street Bridge to Front Street.

The right-of-way will be acquired by City in the first instance, with reimbursement by State from bond sales as they become available. The construction would also be financed by use of State bonds as this is the top priority of District 3.

Please review the attached agreement documents, present to the Salem City Council, pass the necessary resolution, and return three executed copies to this office for further processing.

Upon obtaining the necessary signatures of approval, a fully executed copy will be returned for your permanent records.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County & City Unit

RECEIVED
APR 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DNH:ljt
Encl.
cc: R. Briscoe, Salem
E. S. Hunter, State

8331

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. O. Fredrickson

260-5

July 5, 1974

City of Salem
City Hall
Salem, Oregon 97301

Attention Mr. Robert S. Moore
City Manager

Dear Mr. Moore:

Submitted herewith for your consideration are four copies of a proposed agreement dealing with construction of a Center Street Bridge Off-Ramp. The agreement has been revised in accord with your suggestions.

Basically, the agreement provides for right-of-way acquisition by City, with design and construction by State.

Please examine the terms carefully and, if acceptable to you, present the agreement to the City Council with your recommendation of approval. Request the Council to adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three signed copies of the agreement and resolution to this office for presentation to the Oregon Transportation Commission. A fully-executed copy will be returned to the City for their permanent records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

RECEIVED
STATE HWY ENGR
JUL 5 '74
REFER TO

FOR

Info	nves	R/D	D/R	Sign	Act	File

MCH:ljt

Encl.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

August 2, 1974

City of Salem
City Hall
Salem, OR 97302

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5227

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Center Street Bridge Offramp Connection to Front Street for egress from the Willamina-Salem Highway in Marion County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(conf. agree. att.)

Would you confirm with me as soon as possible, what time would fit your schedule and I will arrange the place for such meeting and call your office.

At this time, it appears that participants will be representatives from the Oregon State Highway Department, City Department of Community Development and the railroad.

Best Regards,

Morton I. Michelson

Morton I. Michelson
Real Estate Supervisor

MM/lm

cc: R.S. Moore
R. Briscoe
W. Juza

8336. 15

Community Development
Housing
Urban Renewal
city of salem, oregon

bcc: R. Holmes,
C. Curry
R. Lambert
B.T. VanWormer
~~Hunter~~ (State Hywy)
Chidsey(State Hywy)

August 6, 1974

Mr. H.F. Moy
Director of Engineering
Burlington Northern
1101 NW Hoyt St.
Portland, OR 97207

NOTED
E. S. HUNTER

Dear Mr. Moy:

Relative to your correspondence with Mr. Chidsey of the Oregon State Highway Department concerning the relocation of Front Street railroad property for the proposed bridge ramp; I would like to request a meeting here in Salem on August 15, 1974 with you and your staff.

The purpose of such meeting would be to discuss the following points:

- Timetable for railroad relocation from the Front Street property.
- Status of planning already completed for the new Cherry Street facility as proposed in your July 15th letter to Mr. Chidsey.
- Type of relocation benefits most desireable to the railroad.
- Problems communicating with Burlington Northern, Seattle Property Management office (Mr. Hudson).
- Continued Front Street access and spur requirements after operating facility is relocated.

I feel this meeting would be productive for City, State and Railroad personnel assigned the project as we lack initial face to face contact and information is not readily transmitted in correspondence.

I would like to thank you and Mr. LaSalle for assisting our fee appraisers who are working on the project.

RECEIVED
AUG 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Room 225 ☐
Room 310 ☒ • City Hall • 555 Liberty St. SE • Salem, Oregon 97301 • (503) 588-6011

8336 15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 5, 1974

TO Rod Henry

FROM J B Boyd
J. B. Boyd
Right of Way Engineer

SUBJECT Front Street Ramps
City of Salem
Marion County

Please disregard my previous instructions to audit the procedure of the City of Salem in acquiring right of way for the above project. Mr. Hunter has assured Mr. Schroeder that this will all be bond money and we have no responsibility to see that the requirements of Public Law 91-646 are certified and that no Federal aid money will be utilized in any way on this project.

JBB:rk
cc: R. L. Schroeder
E. S. Hunter

NOTED
R. L. SCHROEDER

RECEIVED
SEP 6 1974
Office of
Assistant State Highway Engineer

Materials attached hereto include:

1) Two copies of Rodman and Lau appraisals.
2) Copies of Rodman and Lau Appraisal Service Contracts.
3) Acquisition diary file. (Includes preliminary title report, record of contacts, memoranda, etc.)

If you have any questions please contact me at 588-6436.

Best regards,

Morton Michelson

Morton Michelson
Real Estate Supervisor

MM:dd

Enclosures

cc: Robert Moore
Robert Briscoe

8336

Community Development
Housing
Urban Renewal
city of salem, oregon

October 4, 1974

Mr. Jay B. Boyd
Director of Right of Way
State Highway Building
Salem, OR 97310

Dear Mr. Boyd:

SUBJECT: Burlington Northern
Depot & Operating Yard Acquisition & Relocation
Front St. Salem, Oregon

As per my discussions with you, Mr. Hunter and Mr. Chidsey on October 1, I transmit herewith all working acquisition documents relating to the Burlington Northern Railroad Operating Facility due to be acquired for the Center Street southbound bridge ramp project.

It is our understanding that the following changes will affect the agreement between the City and State executed on June 10, 1974:

- o Under General Provisions - Due to extenuating circumstances especially relating to the type of relocation required for the railroad facility and the effects of said relocation on the acquisition process; the State Highway Department will obtain the necessary property from the Burlington Northern Railroad for the project. In addition the State Highway Department will carry out the relocation of the subject firm utilizing State Highway relocation regulations and procedures.
- o It is further understood that the City will purchase from the State those portions of the subject property not required for right-of-way for the project.
- o The City will proceed to acquire other private property identified for the project as per the June 10, 1974, agreement.
- o As per our agreement the City will bill the OSHD for reimbursement of staff time and other professional services incurred to date on the Burlington Northern acquisition.

NOTED
R. L. SCHROEDER

RECEIVED
OCT 8 1974
Office of
Assistant State Highway Engineer

cc Schroeder
cc HUNTER
CC Chidsey
Olson
Henry
Fredrickson
MEAD - Please review attached Appraisals.
2 each LAU
Rodman
WITH Appraisal Agreements

Room 225 ☐
Room 310 ☒ • City Hall • 555 Liberty St. SE • Salem, Oregon 97301 • (503) 588-6011

Salem, Oregon - Estimated cost to construct new office and freight building, concrete platform, engine track, etc., in Block 31 - Highland Ave. Addition to replace facilities required by State of Oregon.

Construct 28 ft x 88 ft office and freight warehouse	74,000
Landscaping	10,000
Construct concrete loading platform	22,000
Construct 275 foot engine track	12,000
Construct train order stand	300
Pave approx. 1,000 sq.yds. of parking area	10,300
Construct 24 ft x 35 ft reinforced concrete driveway	900
Place 735 L.F. extruded curbing 6' high	1,600
Pave approx. 2,000 sq.yds. of loading dock area	20,500
Place lighted B.N. I.D. sign	600
Install catch basin and sewer piping in parking area	1,800
Install power hookup in vicinity of engine track	1,500
Contingencies	10,500
Total	166,000

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

November 15, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

ATTENTION: Mr. J. E. Chidsey

Gentlemen:

I am enclosing for your information a print of Block 31 Highland Avenue Addition in the City of Salem where it is proposed to relocate our Depot and Team track facilities to replace those facilities which the State proposes to acquire to locate an off ramp from the Willamette Bridge to Front Avenue in Salem.

I have also enclosed a print of a building of a size necessary to accommodate our activities on the new site. The plan will be revised to transpose the location of the warehouse space and the Trainmen's lunch, locker and toilet rooms. We have contemplated in that this building would be of modular construction, and be prebuilt in 12' x 28' units which would be brought to the site and joined together.

I am also including an estimate of the cost to complete the facilities on the site. The landscaping item is required to fulfill the regulations of the City zoning.

Very truly yours,

H. F. MOY
Director, Engineering

GEL/pak
Att.

xc: J. B. Boyd) w/xc attach.
E. L. Hunter)

RECEIVED
NOV 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Ralph Lambert

NOTED
J. E. CHIDSEY

83.21 15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 13, 1975

TO E. S. Hunter
Asst. State Highway Engineer - Design

JBBoyd

FROM J. B. Boyd
Right of Way Engineer

E. S. HUNTE

SUBJECT Burlington Northern Facilities Replacement
Front Street Ramp

The problem of the indirect source of air pollution has brought a question to our replacement of the Burlington Northern facilities on Front Avenue. We are presently negotiating with Salem Sand and Gravel and they have expended considerable time and are beginning to ready surveys, etc., for the utilization of the replacement site.

The value of the acquisition was appraised at $212,000, our estimate of the replacement facilities is $268,000, which I would doubt will be less than $300,000 when the final bills are in. We are at a disadvantage, there is no way to condemn the railroad and they in no way will accommodate us without this replacement. As you can plainly see, we are going to be giving them an added benefit of the new facilities replacing their depreciated buildings, etc., on Front Avenue.

Mr. Gary Potter says that the mere act of relocating the facilities will not jeopardize the project. The question would be will we be allowed to build a project or would we end up with a vacant lot on Front Avenue that costs approximately $300,000 worth $180,000. The $32,000 additional that totals $212,000 would be the buildings and tracks which have no salvage.

I would like your approval of our continuing to relocate the railroad on the gamble that in the end the project will be built. If not, we must notify all parties concerned that the project is on hold and no action will be taken in the near future. We have tried to cut all corners possible on this project, at your request, but believe a firm direction must be taken at this time because of expenditures which are of a large magnitude being made without justification.

JBB:rk
cc: R. L. Schroeder
Jim Chidsey
Rod Henry

Ed I have placed a 2 weeks hold of development on work by Salem Sand as discussed

RECEIVED
FEB 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8331 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 10, 1975
Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: BN Depot Relocation
Front Street
City of Salem
Marion County

E. S. HUNTER

On the morning of March 6, 1975, I met with Mr. E. S. Hunter in his office and discussed with him the advisability of proceeding with the acquisition of a new site for the Burlington Northern Railroad depot in Salem to replace the existing facility on Front Street. We had been delaying this acquisition pending a decision by the Environmental Unit that an environmental assessment for the Center Street ramp was going to be required. Mr. Hunter contacted Gary Potter of the Environmental Unit and Gary advised him that it was his opinion that an environmental assessment would not be required on the Center Street ramp and that we could proceed with the acquisition of the necessary right of way.

After receiving Gary Potter's comments, Mr. Hunter instructed me to proceed on the necessary steps to accomplish the relocation of the Burlington Northern Depot facility. During the course of the conversation I gave him an estimate of $290,000 as the total cost of the relocation.

Please instruct the local Right of Way office to proceed with the acquisition of the property from the Salem Sand & Gravel Industrial Development in North Salem, to be utilized as the new site of the Burlington Northern Depot facility. As a part of this project, it will be necessary to have fill material placed on the site to bring it up to the grade as required by Burlington Northern. Rod Henry has been negotiating with Salem Sand & Gravel to include the necessary fill as part of the total purchase price. With the acquisition of the property brought to grade, we will be in a position to commence construction of the new depot facility and Burlington Northern will be able to start construction of the necessary trackage into the area. Please notify the Bridge Section that a design for the depot facility will be necessary and authorize them to proceed with this design. I will provide the Bridge Section with data necessary for them to design the facility suitable to Burlington Northern.

If there is any further information required on this project, please contact me.

Rod - Proceed

JEC:jk

cc: E. S. Hunter

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APPROVED
J B Boyd
Right of Way Engineer
Highway Division
Dept. of Transportation

cc Schroeder
Hunter

8336

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 12, 1975

Mr. Morton Michelson
Real Estate Supervisor
555 Liberty Street, S.E.
Salem, Oregon

Re: Sale of Depot
File 48429

Dear Mort:

In response to your March 7, 1975 letter, we appreciate the request for the redevelopment proposal utilizing the present railroad depot on Front Street.

Our Property Manager, Mr. Haskin, can see no reason why some arrangements cannot be made for the utilization of this building. When more is known of their proposal, we can discuss it in greater detail.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:ha
cc Jim Chidsey
R. L. Schroeder
Wm. Haskin
Rod Henry

NOTED
R. L. SCHROEDER

We have had conversation regarding the possibility of Burlington Northern granting us possession of the depot facility some two months prior to the estimated completion of the new depot facility, with your depot activities being handled at your Cherry Street location from a temporary trailer facility. Please advise me if this plan is still acceptable to Burlington Northern and so that we may incorporate this timing into our overall plans.

If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: Burlington Northern Inc.
St. Paul

bc: E. S. Hunter
J. B. Boyd
Rod Henry
C.O. Fredrickson

8-2-1

~~ROW 18-2~~ 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 14, 1975

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Attn: H. F. Moy

BN Depot Relocation
Front Street
City of Salem
Marion County

Dear Sir:

We have been given the approval to go ahead on the purchase of property for the relocation of your depot facilities presently located on Front Street here in Salem. In reviewing our past correspondence and conversations on this project, to the best of my recollection you wanted us to design the depot facility, office, and freight warehouse area. In order to accomplish this please furnish us with the specifications and other pertinent design information necessary so that we may commence with this design.

We are using the lot configuration which you previously supplied to me which will be the two level site. It would be appreciated if you could forward to us as soon as possible any information you have regarding the site preparation so that we may incorporate this into the proposed fills and thereby minimize the necessary construction cost and time involved. In short, we need all information from you at your earliest convenience regarding the new depot facility along with a breakdown of that work which you want us to perform and that work which Burlington Northern will perform in the development of this depot facility.

It is anticipated that our right of way people will complete negotiations for the purchase of this property early next week. As soon as the negotiations are complete, the work necessary for the site preparation will commence so that the construction work may begin at the earliest possible date. It is our desire to have all the work on this depot facility completed as soon as possible so that you make take possession of your depot facility on Front Street at the earliest possible date.

RECEIVED
MAR 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8331

15

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 17, 1975

TO Walt Barrie, Asst. Attorney General & Chief Counsel
Attention Jack L. Sollis, Asst. Attorney Gen. & Asst. Counsel

FROM J. B. Boyd
Assistant R/W Engineer

SUBJECT BN Depot Relocation
Front Street
City of Salem

We are negotiating with the Salem Sand and Gravel for a replacement site for the railroad depot on Front Street. Mr. Armand Riveness has brought to my attention paragraph four of ORS 366.335. He indicates that the wording of this portion of the statutes indicates that we can only deal for property of a like area depending on any difference in value for monetary consideration. I do not believe that this is a proper reading of the statute. I believe that our process of determining a reasonable equal value and then relocating the railroad, based on these costs is a proper method to follow. The site that we are proposing for the BN Depot Relocation is probably four times the size of the present site but approximately equal in value when complete due to the down-town location of the present depot.

I would like your permission to continue on this solution.

JBB:ha
attachments
cc Rod Henry
Jim Chidsey
E.S. Hunter
R. L. Schroeder ✓

NOTED
R. L. SCHROEDER

RECEIVED
18 1975

faith to get this matter settled as soon as possible. You now have put us in such a position that we have encountered difficulties with our own construction workers, and it may be some time before we can proceed as we now are faced with Union problems with our own construction workers. I again must repeat that your statements made in this article were most inappropriate at this time and certainly were not taken well by management of the Burlington Northern. Until several of these matters are cleared up, particularly with Mr. Gordon in Seattle, we are in no position to proceed at this time with the Oregon State Highway Division on replacement of our depot facilities at a new location. Up until now, I believe you know that all of us here on the Burlington Northern had been doing our utmost in attempting to help the Highway Department meet a deadline as far as construction of the off-ramp of your Willamette River bridge is concerned, and the most recent action that has occurred will undoubtedly delay the project, and this we have no control over.

Yours very truly,

H. F. MOY
Director, Engineering

HFM/fc
Attachment

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

March 31, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer

Gentlemen:

I have your letter of March 14 relative to the relocation of the Oregon Electric Railway depot that is presently located on Front Street in the City of Salem, Marion County, Oregon.

I note in the first paragraph of your letter that you indicate you have been given approval to go ahead on the purchase of the property for the relocation of our depot facilities presently located on Front Street in Salem. You are in error as far as design of the facility is concerned. This office at no time indicated to you that the Oregon State Highway Division was to design this structure. We indicated that we would design the structure, and the Highway Department would either build it themselves or by contract to our specifications. In order for our design section in St. Paul to design such a structure, we will need a plat of the ground indicating all of the contours and the proposed ground elevations that we had discussed. Until this is received, nothing can be done as far as design work is concerned. It would be appreciated if, when furnishing such information, you also furnish us with a copy of building specifications for the City of Salem. I believe you are somewhat premature in purchasing the property as I understand the Oregon State Highway Division has not made any kind of a settlement with Mr. Gordon in our Seattle office as to the property on Front Street, and until this matter can be brought to a head and full agreement reached on values, we are not in a position to have you proceed with the rebuilding of the depot as we have discussed.

I have a copy of an article that appeared in the Capitol Journal dated March 7, 1975, which I am handing you. This was most embarassing to the Burlington Northern, and I am somewhat astonished that you as the spokesman for the Oregon State Highway Division would make any such statement to the press when we were both trying in good

RECEIVED
APR 02 1975
UTILITY UNIT

ROW 18-2

Salem contacted Mr. F. B. Klaboe, State Highway Engineer, regarding this article. Mr. Klaboe asked Mr. Boyd, Right of Way Engineer, to contact Mr. Price and try to straighten this matter out. Mr. Boyd met with Mr. Price on March 10, and assured him that this was a grievous error on the part of the reporter. I am enclosing for your information a copy of a inter-department letter from Mr. Boyd to Mr. Klaboe regarding his meeting with Mr. Price. I do hope that this will rectify the problems which were caused by this article. As you can see from Mr. Boyd's letter, Mr. Price seemed quite satisfied with our explanation and no further contact by him has been made with the Highway Division.

As I stated, as soon as the plat and building specifications for the City of Salem are received by me I will forward them to you for your use in designing the new depot facility.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: E. S. Hunter w/copy Ltr.
W. J. Hart "
J. L. Sollis "
J. B. Boyd "
Rod Henry " NOTE: Rod, please obtain from Salem Sand & Gravel the plat required by Burlington Northern & forward it to me as soon as possible.

8336

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 3, 1975

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Attn: H. F. Moy

BN Depot Relocation
Front Street Section
City of Salem
Marion County

NOTED
E. S. HUNTER

Dear Sir:

I received your letter of March 31, 1975, regarding the relocation of the Oregon Electric Railway depot located on Front Street in the City of Salem, Marion County, Oregon. I must apologize for the misinterpretation I had in so far as the design of the new depot facility is concerned. It was my understanding from the outset that we would design the depot facility to your specifications. I thank you for correcting me in this regard and as soon as I can obtain a plat from Salem Sand & Gravel indicating all the contours and the proposed ground elevations on it, I will forward it to you. I will also obtain a copy of the building specifications for the City of Salem and forward them onto you.

At the present time we have not purchased the property, but have merely taken out a 90 day option on the building site. I will make contact with Mr. Gordon in your Seattle office and to start working towards an agreement for the exchange of properties so that Burlington Northern will be in a position to commence the work necessary to accomplish the end result.

Regarding our copy of the article which appeared in the Capital Journal on March 7, 1975, I wish to extend my sincere apologies for any statements I made which would cause the Burlington Northern any embarrassment or difficulty. I must state however that I was misquoted by the reporter of this article in numerous instances. Mr. Bill Price who is the local representative of the various railroad brotherhoods in

RECEIVED
APR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

In discussion with Mr. Moy, it was determined that the most feasible way for pursuing our acquisition of your Front Street property would be for the Oregon Department of Transportation to purchase a new site for your depot, have the new depot facility built to your specifications on this site, have Brulington Northern install the necessary trackage and track related facilities as required, and upon completion of this work transfer title to the new site to you. It is our feeling that the new depot facility complete and ready for occupancy has a value in excess of the present depot facility and so a straight land exchange with no additional monetary compensation would be made.

In searching for a new site for your depot facility, there was only one tract of land in the northern part of the City of Salem which was suitable for this use. This tract of land is adjacent to the Burlington Northern-Southern Pacific exchange track in North Salem and is part of the Salem Sand & Gravel Industrial Development. The tract of land which we have chosen to utilize as your new depot facility contains 4.0 acres. This tract is adjacent to your mainline facility and is quite well suited by configuration for the construction of the depot. The bare land as it is now situated, is being sold to us at a price of $16,500 per acre or a total of $66,000 for the four-acre plot. It is necessary that considerable fill material be placed on this tract of land to bring it to the proper grade relative to your existing mainline. This necessary fill material in place, property compacted, is estimated to cost some $90,000. In addition to this, will be the cost of the construction of your depot facility, your cost incurred in placing necessary trackage and track related facilities, parking lots, landscaping, etc., which will bring the total estimated cost of your new depot facility somewhat in excess of $250,000. As a result of this expenditure of funds to build new depot facilities for the Burlington Northern in Salem, it is our opinion that a straight land exchange is the most equitable way of consumating the transaction.

I would appreciate it if you could review the foregoing facts and advise me of any differences of opinion that the Burlington Northern may have with our reasoning. If there is any further information you require or any questions you have, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: Burlington Northern Inc.
Portland - Attn: H. F. Moy

bc: E. S. Hunter
J. L. Sollis
J. B. Boyd
Rod Henry

8336

ROW ~~18-2~~

13

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 4, 1975

NOTED
E. S. HUNTER

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern Inc.
Lobby 2
Central Building
Seattle, WN 98104

Burlington Northern Depot
Relocation
Front Street
City of Salem
Marion County

Dear Mr. Gordon:

Mr. Hal Moy of your Portland office has suggested I contact you to finalize our negotiations on the agreement for the movement of the Burlington Northern depot located on Front Street in the City of Salem to a new site in the northern part of town. As you are aware, the Oregon Department of Transportation, Highway Division, desires to acquire your current depot property on Front Street in order that we may construct a new off-ramp connecting with Front Street.

The City of Salem commenced negotiations on the purchase of this property with you. As negotiations progressed, they determined it would be more advisable for the Oregon Department of Transportation to conclude these negotiations. As a part of the preparation by the City of Salem, they engaged the services of two independent fee-appraisers to evaluate your property on Front Street. These appraisals were turned over to us to assist us in the negotiations for the purchase of the property.

The two independent fee-appraisals were reviewed by our Appraisal Section and it was determined that the higher of the two appraisals was the most valid for the market value of your Front Street property. At the time of the appraisal it was determined that the value of your entire property on Front Street was $212,350.00 with $37,350.00 of this amount being the value of the existing depot facility and other rail related fixtures.

RECEIVED
APR 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3123

833b

bc: E. S. Hunter
J. H. Versteeg
J. L. Sollis
J. B. Boyd

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

April 8, 1975

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, Oregon 97207

Attention: H. F. Moy

SUBJECT: BN Depot Relocation
Front Street
City of Salem
Marion County
R/W File: 48429

Dear Sir:

In response to your request of March 31, 1975, I am enclosing the following information to assist your Design Section in designing the new depot facility to be located in the Salem Industrial Park area of the City of Salem:

1. One reproducible plot plan showing proposed elevations and location of fill lines.
2. Two copies of property description and map.
3. One copy of 1973 edition "Uniform Building Code Standards" as published by the International Conference of Building Officials, one copy of the State of Oregon Structural Specialty Code and Fire and Life Safety Code, 1973 edition as amended, and one copy of City of Salem, Oregon Structural Specialty Code and Fire and Life Safety Code, 1973 edition. The City of Salem and State of Oregon Structural Specialty Code and Fire and Life Safety Code are amendments to the Uniform Building Code Standards. These two codes will have to be followed in the design of your new depot facility.

As you are aware, I recently contacted Mr. Grodon of your Seattle Property Office in order to commence negotiations toward reaching an agreement on the exchange of facilities.

If there is any further information you required to aid in design of your depot facility, please contact me.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

cc: Burlington Northern - St. Paul

RECEIVED
APR 10 1975
OFFICE OF
ASSISTANT STATE [illegible] ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8336

15

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
April 10, 1975
Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: Files

SUBJECT: BN Depot Relocation
Front Street
City of Salem
Marion County
R/W File: 48429

The site which has been selected and approved by Burlington Northern for the relocation of their depot facilities presently located on Front Street in the City of Salem, is located in the Salem Industrial Park in the northern part of the City adjacent to the Burlington Northern Main Line. This site is presently owned by Salem Sand and Gravel Company. In order to make the proposed site usable to Burlington Norther, approximately 40,000 yards of earth fill has to be placed on the site to bring it up to the grade of the railroad and make the back portion of the site usable for team track facilities. Salem Sand and Gravel has proposed to do this filling prior to our purchase of the site for a lump sum price of $90,000, or approximately $2.25 per cubic yard.

In order to justify this filling cost, I contacted the Cost Analysis Unit of the Construction Section and inquired as to their estimate of performing this work. Since the fill material is on the Salem Industrial Park property and no hauling on streets and roads is involved, they felt that a cost of about $1.75 per cubic yard for the fill in place was reasonable. They would estimate another $.25 per cubic yard to compact the material to the proper density requirements and an additional $.25 per yard as cost of find grading the material to the elevations and grades as required. This would bring their estimate to the total cost of the fill in place and graded to $2.25 per cubic yard which is equal to the cost proposed by the Salem Sand and Gravel Company.

Researching further, I reviewed the Tabulation of the Average Unit Contract Bid Prices of Successful Bidders of Various Components of Highway Construction During the Year 1974 and on page 2 under section 203-Excavation and Embankment fir Roadways, Item 2030015, Embankment in Place, the average unit bid price was $2.10 per cubic yard and the average of three low bids was $2.31 per cubic yard. These prices also include the necessary compaction but do not include the necessary costs of fine grading and finishing. If the fine grading and finishing costs of approximately $.25 are included then the total unit price would be $2.35 to $2.56 per cubic yard which would be in excess of that price quoted by Salem Sand and Gravel.

As a result of this study, it is felt that the prices quoted to us by Salem Sand and Gravel of $90,000 for 40,000 cubic yards of excavation yielding a net unit price of $2.25 per cubic yard are valid and competitive. It is therefore my recommendation that this price for the material in place be accepted by the Highway Division.

JEC:jk

cc: ~~R. L. Schroeder~~
J. B. Boyd
Rod Henry

NOTED
R. L. SCHROEDER

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

8336

ROW 18-2 15

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 7, 1975

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Attn: H. F. Moy

BN Depot Relocation
Front Street
City of Salem
Marion County

Dear Sir:

In accordance with your recent request, enclosed are diagrams indicating the utilities available to the proposed Burlington Northern site in the Salem Industrial Park. These diagrams indicate the location of the existing 36-inch storm sewer, the connection to the 48-inch sanitary sewer, the location of the electrical service by Salem Electric and the existing gas line. The location of the water service is not shown, but I have been told that this will be brought into a point convenient to the depot location.

The 48-inch sanitary manhole has an invert elevation of 131.5± and the service to the new depot building will be at approximately this elevation at the point of intersection with the sewer. All utilities in the Salem Industrial Park will have a minimum of 30-inch covered as required by City and State regulations.

If there is any further information you require regarding the utilities or any other facet of the proposed BN depot site, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: ~~E. S. Hunter~~
J. L. Sollis
J. B. Boyd

RECEIVED
MAY 7 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3123

8336

13

~~ROW 18-2~~

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 3, 1975

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern Inc.
Lobby 2
Central Building
Seattle, WN 98104

NOTED
E. S. HUNTER

Attn: H. E. Hudson

BN Depot Relocation
Front Street
City of Salem
Marion County
BN File: RE-717 Salem, OR

Dear Sir:

In compliance with your request of May 30, 1975, enclosed are six (6) prints of the 4.00 acre tract for the proposed BN depot relocation in the City of Salem. This print locates the new depot location on the total Salem Industrial Park complex. If there is any further information you require regarding this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: BN - Portland
w/1 copy map

bc: ~~E. S. Hunter~~
J. B. Boyd
Rod Henry

RECEIVED
JUN 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Hudson's letter of May 30, 1975, stated that he is prepared to submit the State's offer to your principals in St. Paul as soon as he is in receipt of prints of the proposed depot relocation site. It would appear to me that as soon as approval by your principals is received in Seattle, we would then be in a position to proceed with all phases of the relocation of your depot facilities and scheduling of the Center Street Ramp project. As further developments occur on this project I will keep you informed.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: Burlington Northern
Seattle-Attn: J. J. Gordon

bc: E. S. Hunter
J. B. Boyd
C. O. Fredrickson
Jim Walker - City of Salem
W. J. Hart

8336

~~ROW 18-2~~ 1

1859

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 4, 1975

NOTED
E. S. HUNTER

Mr. H. F. Moy
Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

BN Depot Relocation
Front Street
City of Salem
Marion County

Dear Sir:

In the last paragraph of your letter of May 29, you discusses the availability of an office trailer that Burlington Northern has presently located in Albany which was used as the agent office prior to the construction of your new office building at that location. In the past I have discussed with you the possibility of temporarily moving your Station Agent from the Front Street location to temporary facilities out on your Cherry Street site during the construction of the new depot facility so that we may obtain possession of the Front Street property at an earlier date.

This temporary relocation proposal is still being considered as a means of obtaining early possession of the Front Street location. The State Highway Department would, of course, reimburse Burlington Northern for the rental of the trailer office while it was in use as a temporary office if we decide to ask for early possession of the property. As soon as your Seattle Real Estate office advises me that they are agreeable to our proposal for the acquisition of the Front Street property, we will be in a better position to program and schedule all work necessary for the relocation of your depot facilities and for the construction of our Center Street Ramp. Due to uncertainties which exist at this time, the present schedule calls for receipt of bids for the Center Street Ramp to be received by the Oregon Transportation Commission in the fourth quarter of 1975. It is hoped that this project can be moved forward in time so that the contract can be awarded for the construction of this work at an earlier date.

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JUN 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3123

8356

~~ROW 18-2~~ 15

bc: ~~E. S. Hunter~~
J. B. Boyd
Rod Henry

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

June 12, 1975

Mr. J. J. Gordon, Manager
Property Management'
Burlington Northern Inc.
Lobby 2
Central Building
Seattle, WN 98104

BN Depot Relocation
Front Street
City of Salem
Marion County
BN File: RE-717, Salem, OR

NOTED
E. S. HUNTER

Attn: H. E. Hudson

Dear Sir:

As you will recall, in our meeting of May 19, I commented that the State had taken a 90 day option on the proposed BN Depot site in the Salem Industrial Park. This 90 day option expires on July 8, 1975. I have been advised by Gary Kanz of Salem Sand and Gravel that the price of the land in the Salem Industrial Park has increased since our signing of this option. As a result, the State would like to acquire the property within the time frame of our 90 day option to avoid having to pay an increased price.

I have been informed by Hal Moy that you are forwarding our proposal to your principals in St. Paul either today or tomorrow. It would be appreciated if you could advise me at the earliest possible date as to acceptance of the proposal by St. Paul. As soon as I receive this word I will have our Right of Way Section pick up the option on the property and we can take care of the final agreement, and other matters at a later date. Also, Salem Sand and Gravel has been inquiring about the status of our agreement so that they may incorporate the necessary grading work into their current operations.

If there is any further information you require or any questions that should arise regarding this, please contact me. I will be awaiting your word as to acceptance by St. Paul of our offer on this matter at the earliest possible date.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
cc: BN - Port., Attn: H. F. Moy
BN - St. Paul

Form 81-734-3123

8336

15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
STATE HWY ENGR
JUL 8 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

NOTED
E. S. HUNTE

DATE July 8, 1975

TO File

FROM J. B. Boyd
Right of Way Engineer

J B Boyd

SUBJECT File 48568 - Hill
Exercise of Option
BN Depot Relocation
Front Street
City of Salem
Marion County
BN File: RE-717

I discussed the acceptance of the option on the Salem Industrial Park with Mr. Glenn Jackson by telephone. I explained to him our problems with this option and the fact that it was expiring today. The problems of the land versus the fill and that the property was a key to the Front Street project. Also that I had discussed it with Mr. E. S. Hunter and he was in agreement with proceeding. After discussing the acceptance with Mr. Jackson and his approval, Mr. Rod Henry talked with Mr. Tom Hill and they are not adverse after the acceptance of the option to giving us some little time on the filling portion of the option. This will give us an option for money recovery on this parcel. We will continue to expedite as much as possible the railroad actions in accepting the package.

Chairman Jackson approved accepting this option as of this date.

JBB:jk
cc: E. S. Hunter
R. L. Schroeder
Rod Henry
Jim Chidsey

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT

800 Third Avenue
Seattle, Washington 98104
Telephone (206) 624-1900

June 19, 1975

File: RE-717 Salem, OR

Mr. J. E. Chidsey
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

This will acknowledge your letter of June 12, 1975, file BN Depot Relocation Salem, Oregon, advising the State's option to purchase property for the Salem Depot relocation will expire July 8, 1975.

For your information we have forwarded the proposal you presented in your letter of April 4, 1975, to our principals in St. Paul. We have recommended your proposal be accepted providing the State make us whole on land values. As you know, we are in agreement on the land value of our present depot site, $175,000, and the per acre rate of $16,500 or $66,000 for the 4.0 acres within the Salem Industrial Park. However, this in no way represents a replacement due to $109,000 difference in values. In our proposal to our people we have suggested in a contract with the State, the State pay this difference in cash to the Oregon Electric Railway Company. As an alternative you may wish to give consideration to acquiring about another adjoining six acres within the Industrial Park.

We have discussed the cost of filling of the area with Gary Kanz of Salem Sand and Gravel Company (who owns the Industrial Park) and advised him it is incomprehensible to us the $90,000 fill cost was not a built-in cost to be spread over the entire cost of the development of the park, the same as sewer mains, streets, etc. The $16,500 per acre rate was paid by other occupants in the park for level ground, but to assess $90,000 on the option 4.0 acres produces a prohibitive rate of $39,000 per acre.

We have attempted to contact you and were advised you were out of the city, however, will you please get in touch with us as soon as possible if you have any further questions or suggestions.

Yours truly,

NOTED
J. E. CHIDSEY

J. J. Gordon
Manager - Property Management

H. E. Hudson

By: H. E. Hudson
Senior Real Estate Representative

I would greatfully appreciate it if your principals would review the total package which we are proposing in the trade for your present depot site. It is our opinion that if this total package is consumated, Burlington Northern will be further ahead dollar wise after the transaction than they are currently. I realize that you are primarily concerned in land values, but I feel that the net worth to Burlington Northern with the new depot site, new depot facility, new team track facility, new trackage all the way through, will enhance your total property status. It is on this basis that we have proposed the land swap and feel that the $109,000 differential which may exist in land value is an item that the Burlington Northern should deal with internally. If the depot facility is controlled by another branch other than the Industrial Development & Property Management Section, then this branch should be the one to transfer to Industrial Development & Property Management's sufficient funds to make your section break even.

It would be appreciated if you would review this approach to our proposal and advise me accordingly as soon as possible. If there is any further information I can supply you, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk

cc: BN - Portland, Attn: Hal Moy
BN - St. Paul

bc: E. S. Hunter w/copy ltr.
J. B. Boyd "
Rod Henry "

~~ROW 18 2~~
Cor 9-1-1
Salem
Sp

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 23, 1975

NOTED
E. S. HUNTER

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern Inc.
800 Third Avenue
Seattle, WN 98104

Attn: H. E. Hudson

BN Depot Relocation
Front Street
City of Salem
Marion County
BN File: RE-717 Salem, OR

Dear Sir:

I have reviewed your letter of June 19 regarding our acquisition of your current BN depot on Front Street in the City of Salem. You comment that the agreed land value of your present depot site of $175,000 is $109,000 greater than the land value for the proposed site in the Salem Industrial Park. This results in $109,000 difference in land value between the two sites. This we have quarrel with.

You propose that the State reimburse to Burlington Northern the amount of $109,000 either in cash or in additional land representing this value. The one item that seems to have not been considered is the cost of the improvements to be put on the proposed depot site consisting of a new depot building, necessary site development, new railroad track and team track unloading facilities, and other miscellaneous items which will run the total cost to the State on this project to something in the neighborhood of $275,000 to $300,000. While it is conceded that the $90,000 fill cost is something necessary to make the land usable as a depot site, this in itself will increase the value of the proposed four acre depot site over the $16,500 per acre figure which we are paying at the current time. Also it should be pointed out that the current asking price in the Salem Industrial Park is in excess of the $16,500/acre price which we are paying.

RECEIVED
JUN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This fill and required compaction is not necessary for any requirement of the Park as to its development and was only quoted to satisfy the request of the Burlington Northern Engineering Department.

It is our opinion that the new four-acre site upon completion will have a greater total dollar value than the existing land and buildings it is replacing. In addition, the Burlington Northern will now be able to service the whole south end of the Industrial Park that was not feasible before. This should bring in substantial income to Burlington Northern over the future years.

If any further information as to elevations, drainage projects that have been completed, or other utilities is required, please contact me by letter or telephone and they will be answered immediately.

Very truly yours,

SALEM SAND and GRAVEL COMPANY

Thomas B. Hill Jr.

Thomas B. Hill, Jr.
President

TBH/bjm
Encs.

cc: H. D. Hayman
J. N. Wicks
J. J. Gordon
H. F. Moy
R. A. Lawrence
Jim Chidsey, Oregon State Highway Division ✓
Rod J. Henry, Oregon State Highway Division

xc: E.S. Hunter
J.B. Boyd

RECEIVED
STATE HWY
[illegible] 10 '75
Info Inves R/D

8336 15

S S G
SALEM SAND and GRAVEL COMPANY
CONSTRUCTION DIVISION
1375 FRONT STREET, N.E. • P.O. BOX 1008, SALEM, OREGON 97308 • PHONE 581-1411

July 9, 1975

NOTED
E. S. HUNTER

Mr. C. F. Intlekofer
Director of Engineering
Burlington Northern Railroad
Central Building
Seattle, Washington 98104

Dear Sir:

Re: BN Depot Relocation, Front Street
City of Salem, Marion County

Letter dated June 19, 1975 to Mr.
Chidsey from Mr. Hudson

Letter dated June 23, 1975 to Mr.
Hudson from Mr. Chidsey

I have reviewed both letters of June 19 and June 23, as referenced above, regarding the acquisition of the current BN Depot on Front Street in the City of Salem. The State of Oregon, and it is my belief that the Burlington Northern, would like to relocate on the four-acre proposed site in the Salem Industrial Park.

There is a complete misconception by the Burlington Northern as to the requirements for the fill on the four-acre site. Mr. Hudson's letter indicates the fill is required in order to have proper drainage, or for some other physical reason. All of the 185 acres in the Salem Industrial Park has been adequately drained by substantial construction contracts that have been completed. We are selling land that is lower in elevation than the proposed four-acre Burlington Northern site for $25,000 an acre. The four-acre site with grading is ready to have building construction placed upon it. 50,000 cubic yards of fill material is required to bring this property to the proper grade as requested by the Burlington Northern Engineering Department.

Burlington Northern Engineering required that a fill be placed in such a manner so the depot elevation finish grade would be at the top of the existing Burlington Northern main line. The siding and team track facility would be at a slightly lower elevation on the west side of the depot site, but still required several feet of fill with the finish grade being set by the Burlington Northern people.

NOTED
J. E. CHIDSEY

8336

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 11, 1975

Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: File

SUBJECT: Center Street Ramp
BN Depot Relocation
Front Street
City of Salem
Marion County

I was informed by Mr. Ed Hunter today, July 14, 1975, that the Center Street ramp construction initially would consist of the temporary connection to Front Street. He informed me that the PUC application which will have to be filed on this project should be on this temporary alignment.

He said that in talking with the City of Salem, he was informed that the acquisition and removal of the necessary buildings to accomplish the permanent connection from Center Street bridge to Front Street would not be available for some time. As a result the temporary connection will be constructed initially so that the ramp may be put into service at the earliest possible date.

JEC:jk

NOTED
E. S. HUNTER

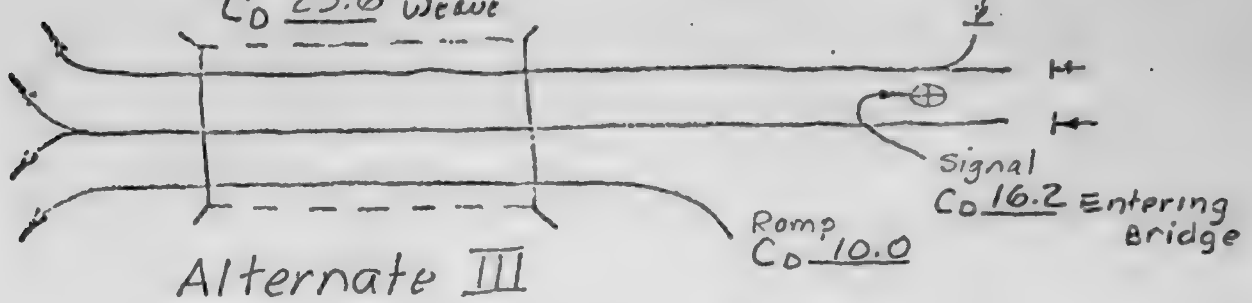
cc: E. S. Hunter
J. B. Boyd
J. L. Sollis
Adrian Olson

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO

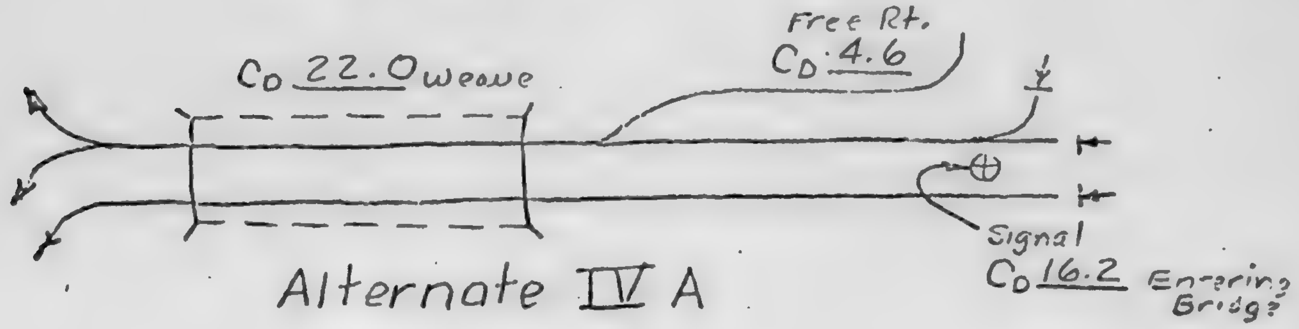
FOR

Info	Inves	R/D	D/R	Sign	Act	File

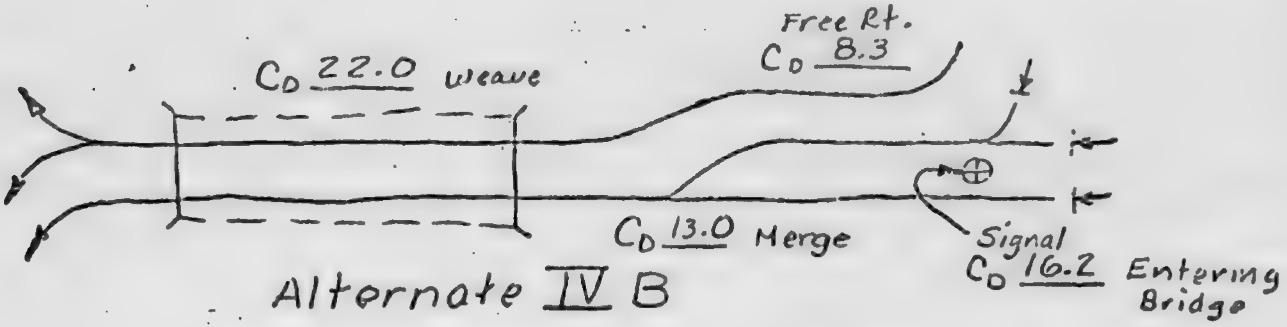
Front Street Ramps
~1994~
Marion Street Bridge Connection
Design Alternatives


C_D 25.6 Weave
Signal
C_D 16.2 Entering Bridge
Ramp
C_D 10.0

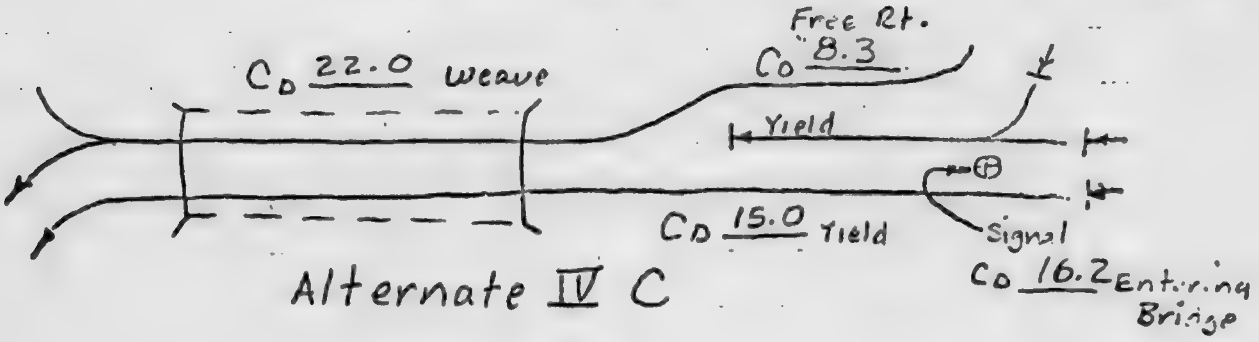
Alternate III


Free Rt.
C_D 4.6
C_D 22.0 Weave
Signal
C_D 16.2 Entering Bridge

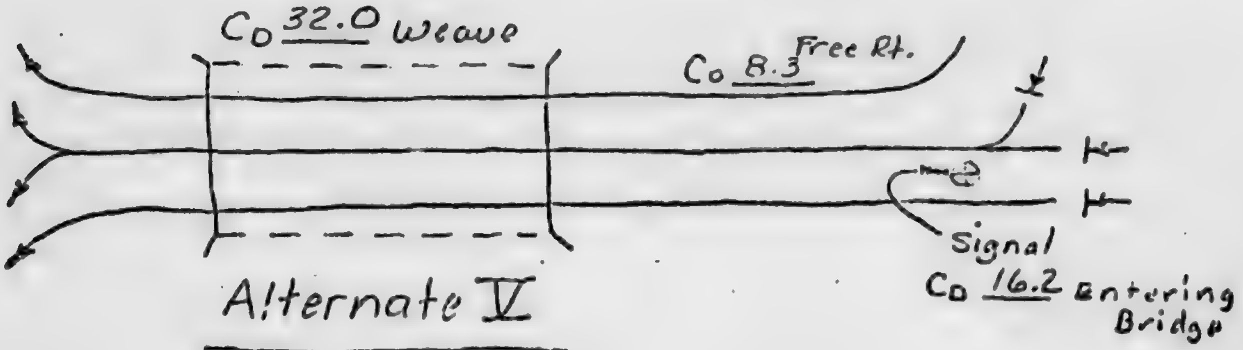
Alternate IV A


Free Rt.
C_D 8.3
C_D 22.0 Weave
C_D 13.0 Merge
Signal
C_D 16.2 Entering Bridge

Alternate IV B


Free Rt.
C_D 8.3
C_D 22.0 Weave
Yield
C_D 15.0 Yield
Signal
C_D 16.2 Entering Bridge

Alternate IV C

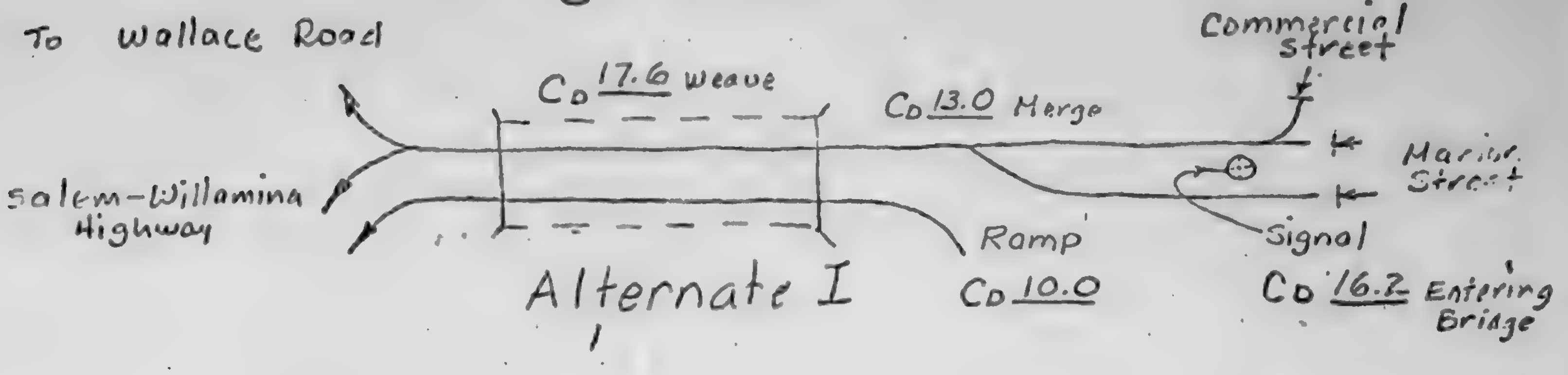

C_D 32.0 Weave
C_D 8.3 Free Rt.
Signal
C_D 16.2 Entering Bridge

Alternate V

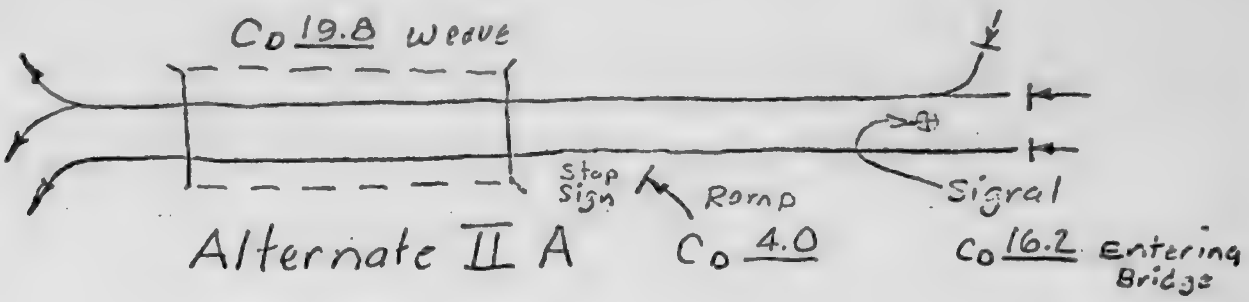
FIGURE 2B

July '74

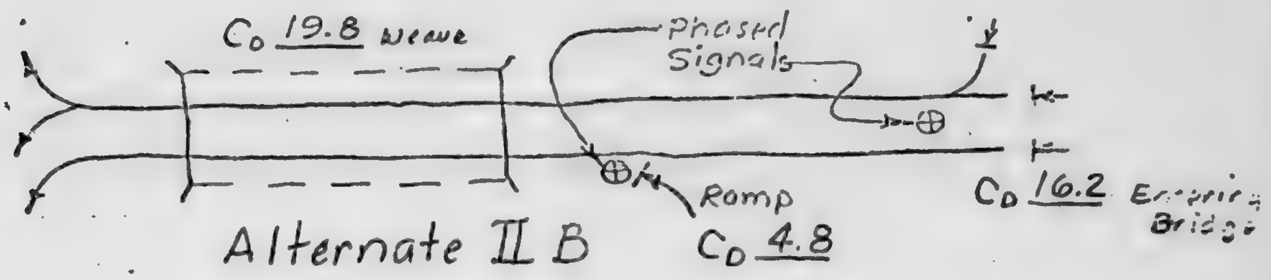
Front Street Ramps
~1994~
Marion Street Bridge Connection
Design Alternatives


To Wallace Road
Commercial Street
C_D 17.6 weave
C_D 13.0 Merge
Marion Street
Salem-Willamina Highway
Signal
Ramp
C_D 10.0
C_D 16.2 Entering Bridge

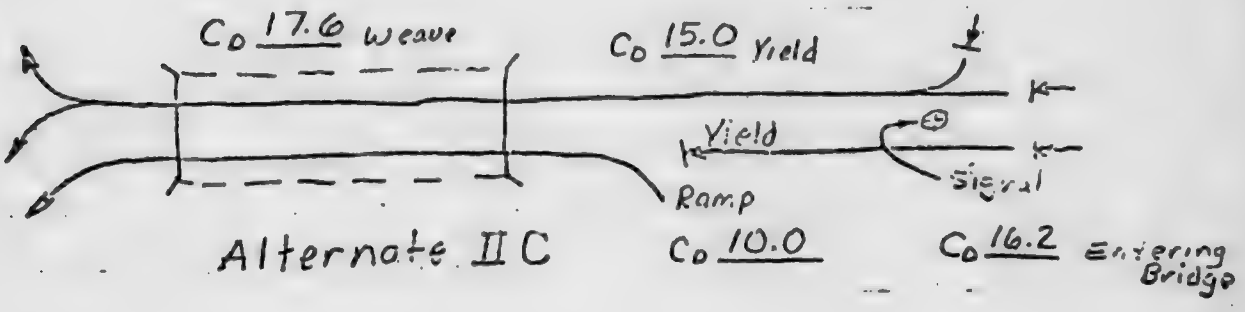
Alternate I


C_D 19.8 weave
Stop Sign
Ramp
Signal
C_D 4.0
C_D 16.2 Entering Bridge

Alternate II A


C_D 19.8 weave
Phased Signals
Ramp
C_D 4.8
C_D 16.2 Entering Bridge

Alternate II B

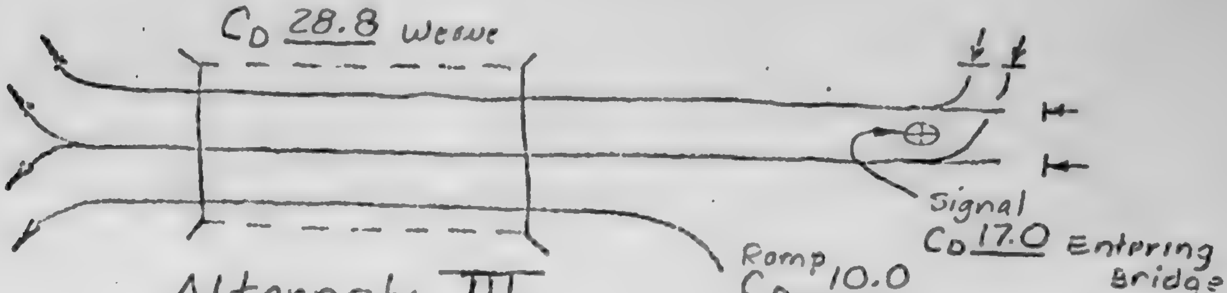

C_D 17.6 weave
C_D 15.0 Yield
Yield
Signal
Ramp
C_D 10.0
C_D 16.2 Entering Bridge

Alternate II C

FIGURE 2A

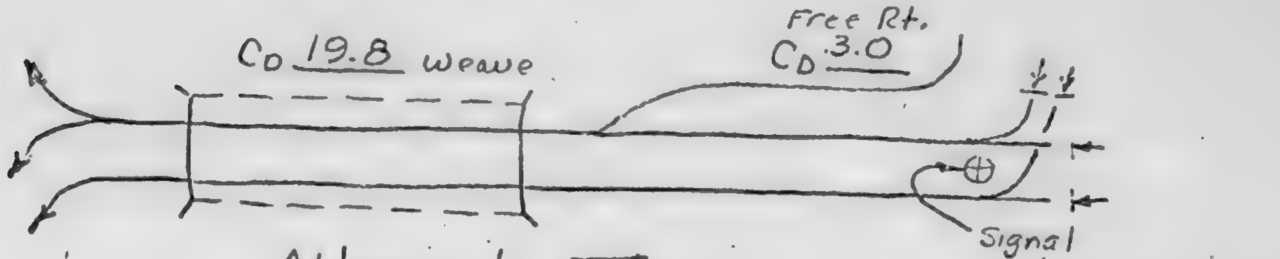
July '74

Front Street Ramps
~1980~
Marion Street Bridge Connection Design Alternatives



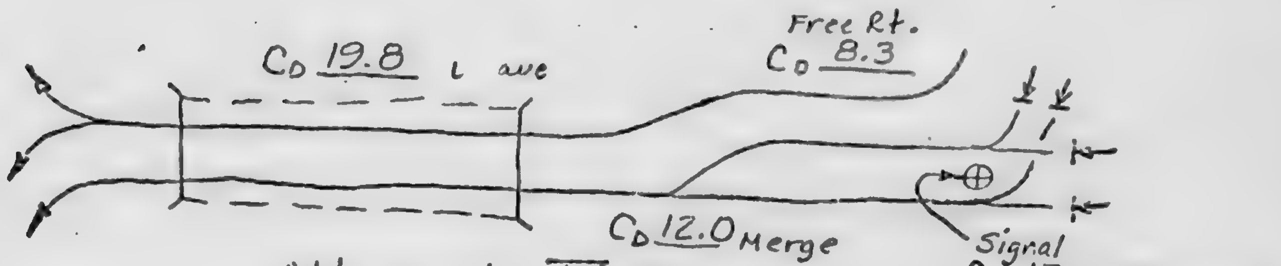
CD 28.8 Weave
Signal
CD 17.0 Entering Bridge
Ramp CD 10.0

Alternate III



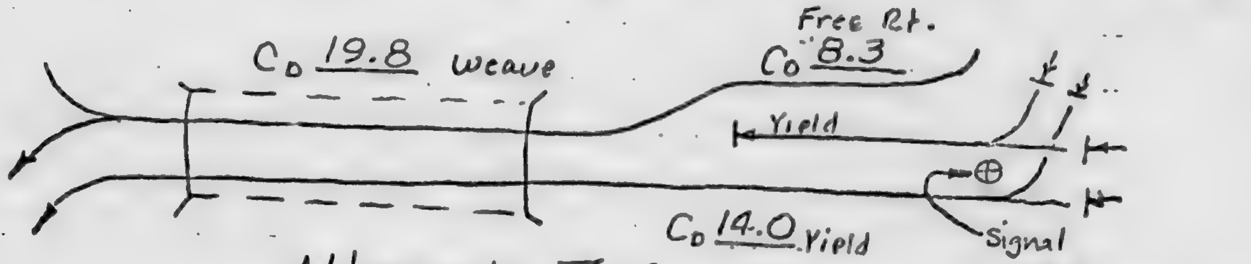
CD 19.8 Weave
Free Rt. CD 3.0
Signal
CD 17.0 Entering Bridge

Alternate IV A



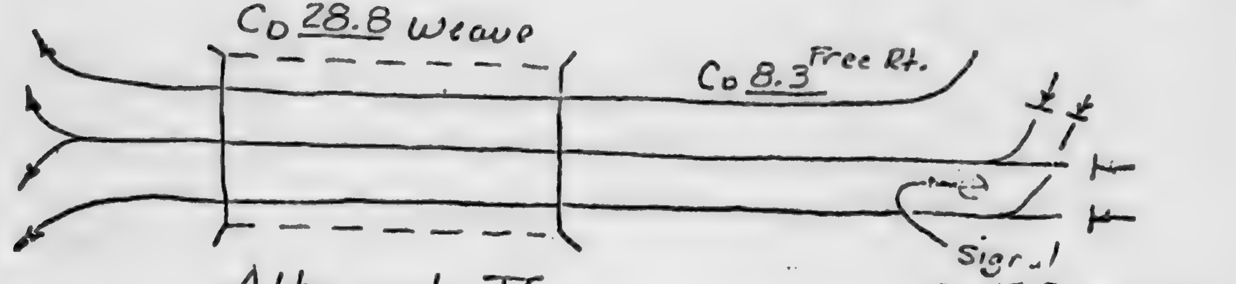
CD 19.8 Weave
Free Rt. CD 8.3
CD 12.0 Merge
Signal
CD 17.0 Entering Bridge

Alternate IV B



CD 19.8 Weave
Free Rt. CD 8.3
Yield
CD 14.0 Yield
Signal
CD 16.6 Entering Bridge

Alternate IV C



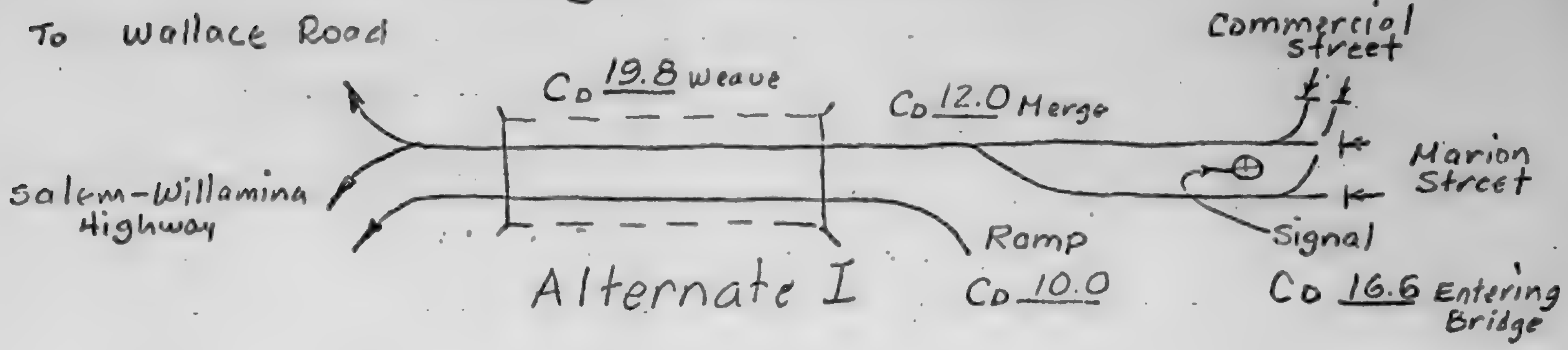
CD 28.8 Weave
CD 8.3 Free Rt.
Signal
CD 17.0 Entering Bridge

Alternate V

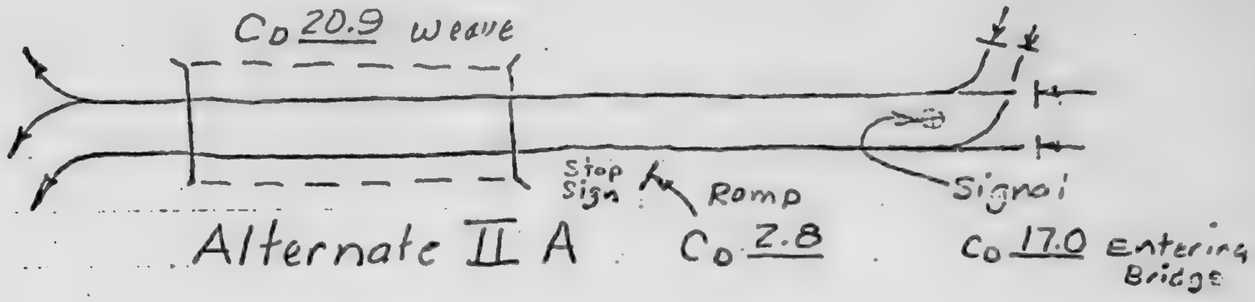
FIGURE 1B

July '74

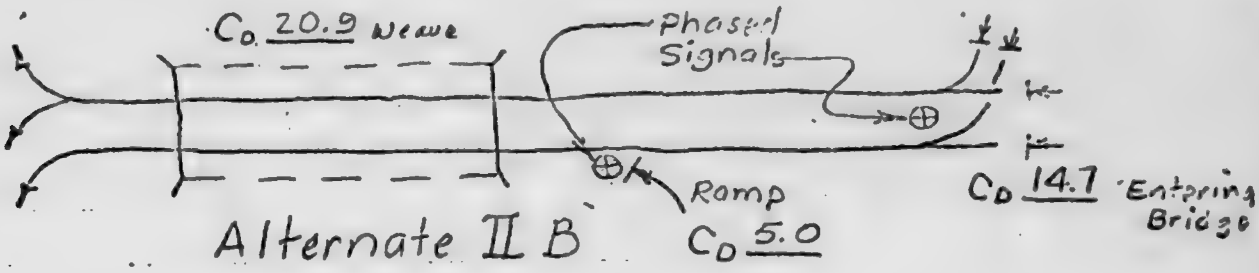
Front Street Ramps
-1980-
Marion Street Bridge Connection
Design Alternatives


To Wallace Road
Salem-Willamina Highway
Commercial Street
Marion Street
Co 19.8 weave
Co 12.0 Merge
Signal
Ramp
Co 10.0
Co 16.6 Entering Bridge

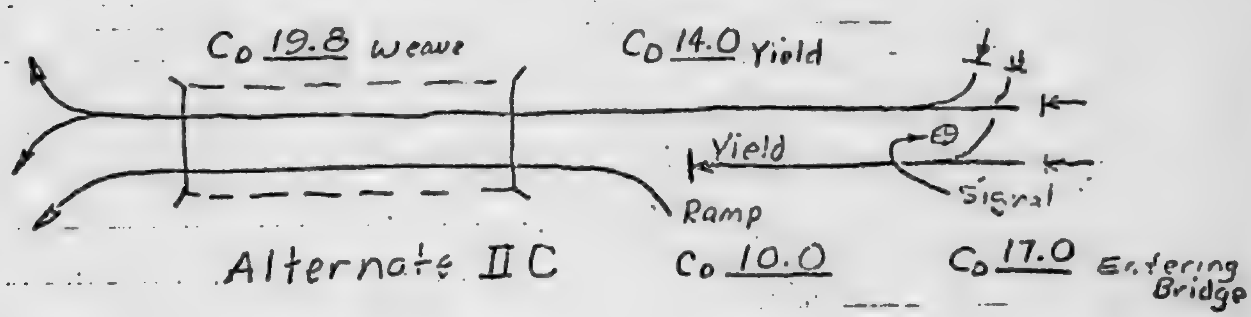
Alternate I


Co 20.9 weave
Stop Sign
Ramp
Signal
Co 2.8
Co 17.0 Entering Bridge

Alternate II A


Co 20.9 weave
Phased Signals
Ramp
Co 5.0
Co 14.7 Entering Bridge

Alternate II B

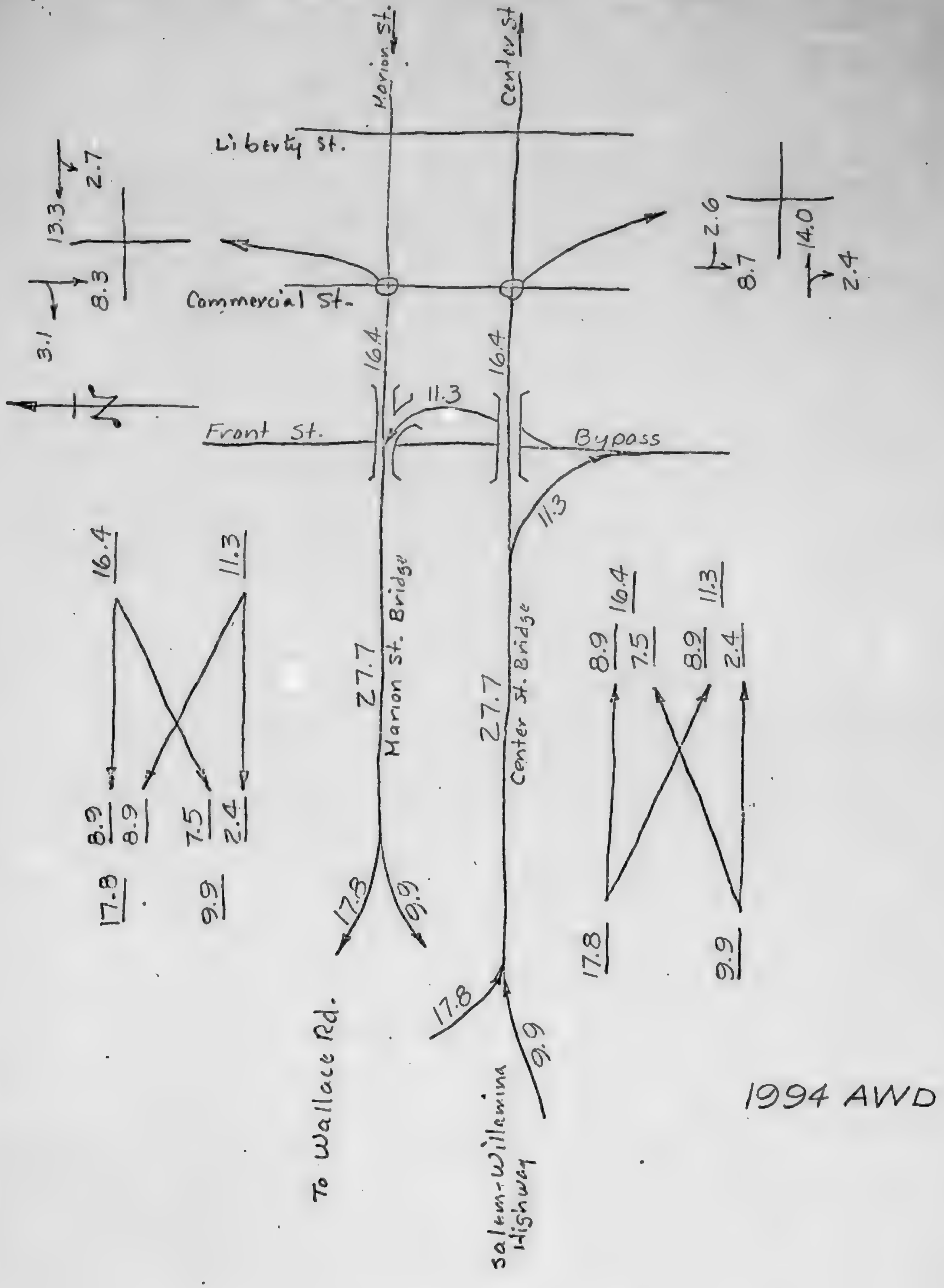

Co 19.8 weave
Co 14.0 Yield
Yield
Signal
Ramp
Co 10.0
Co 17.0 Entering Bridge

Alternate II C

FIGURE 1A

July '74

Front Street Ramps

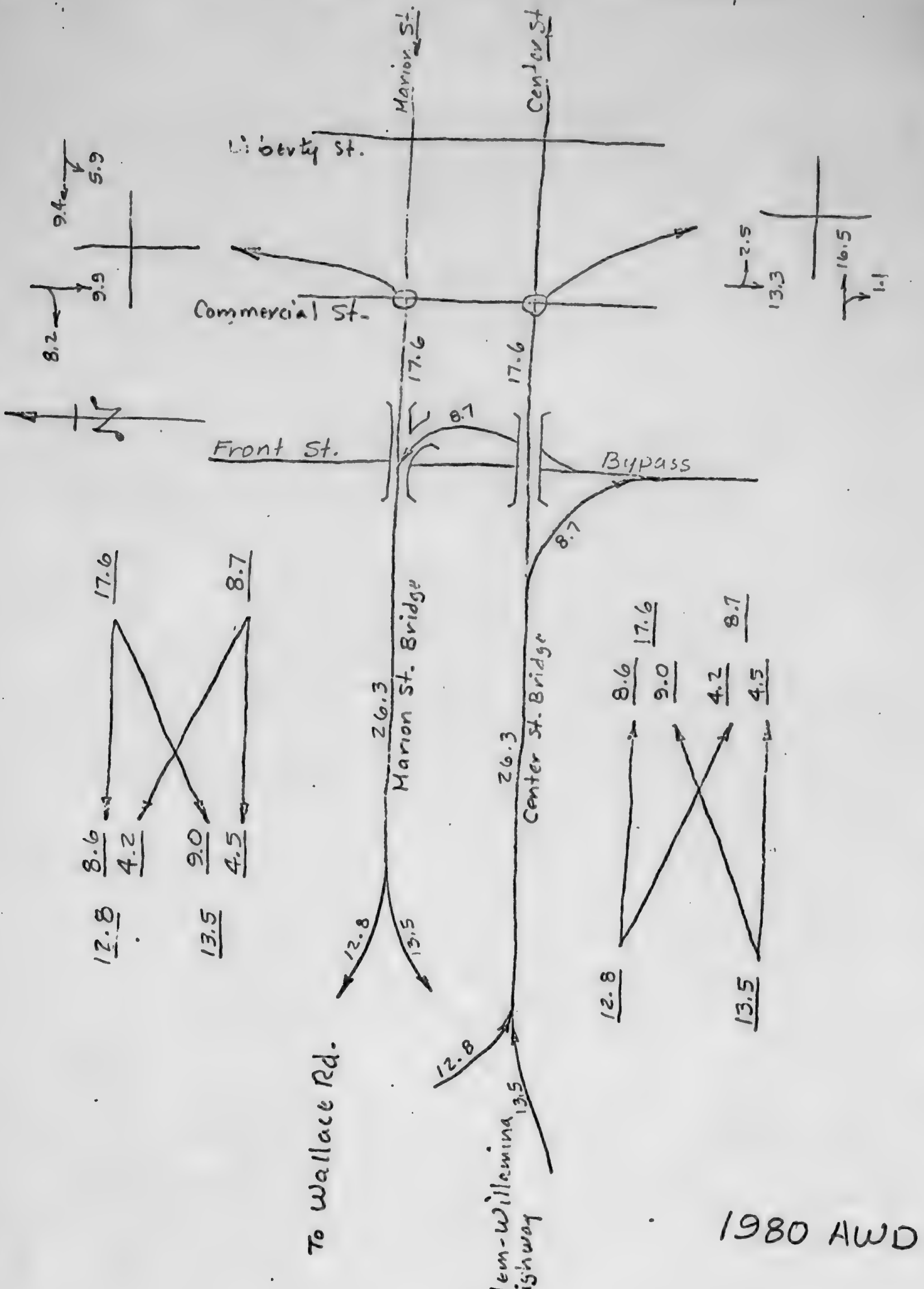

Marion St.
Center St.
Liberty St.
Commercial St.
Front St.
Bypass
Marion St. Bridge
Center St. Bridge
To Wallace Rd.
Salem-Willamina Highway
2.7
13.3
8.3
3.1
2.6
8.7
14.0
2.4
16.4
16.4
11.3
11.3
27.7
27.7
17.8
9.9
17.8
9.9
16.4
11.3
8.9
8.9
7.5
2.4
17.8
9.9
8.9
16.4
7.5
8.9
11.3
2.4
17.8
9.9

1994 AWD

FIGURE 4

July '74

Front Street Ramps



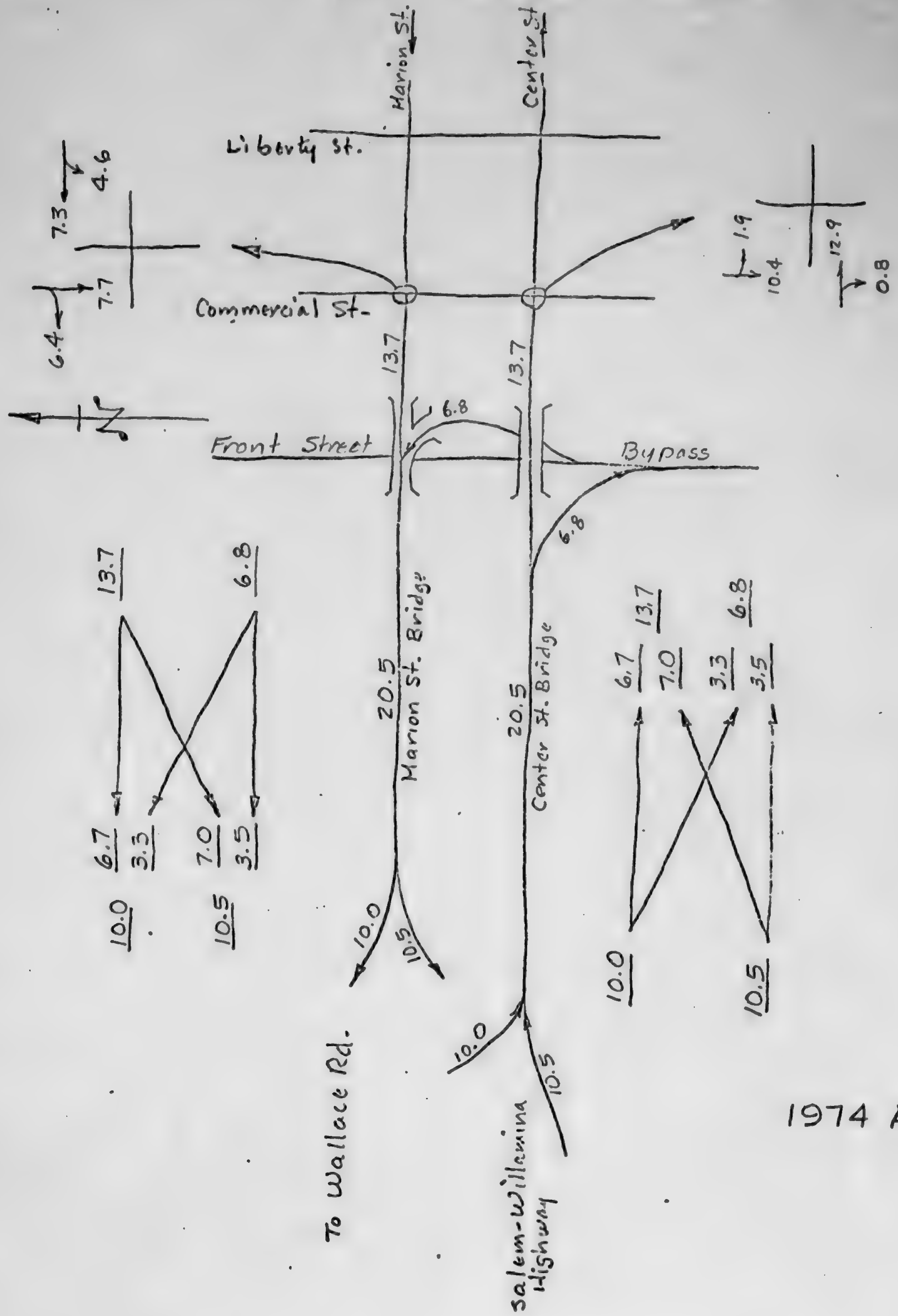
Marion St.
Center St
Liberty St.
Commercial St.
Front St.
Bypass
Marion St. Bridge
Center St. Bridge
To Wallace Rd.
Salem-Willamina Highway
26.3
26.3
17.6
17.6
8.7
8.7
12.8
13.5
12.8
13.5
9.4
5.9
9.9
8.2
2.5
13.3
16.5
1.1
17.6
8.7
8.6
4.2
9.0
4.5
12.8
13.5
17.6
8.7
8.6
9.0
4.2
4.5
12.8
13.5

1980 AWD

FIGURE 3

July '74

Front Street Ramps


Marion St.
Center St
Liberty St.
7.3
4.6
7.7
6.4
Commercial St-
1.9
10.4
12.9
0.8
13.7
13.7
6.8
Front Street
Bypass
6.8
13.7
6.8
6.7
3.3
7.0
3.5
10.0
10.5
20.5
Marion St. Bridge
20.5
Center St. Bridge
10.0
10.5
6.7
7.0
3.3
3.5
13.7
6.8
10.0
10.5
10.0
10.5
To Wallace Rd.
Salem-Willamina Highway

1974 AWD

July '74

Alternatives II-C, IV-C, III, V are all viable design alternatives. The non-bridge widening alternatives (II-C, IV-C) increase existing capacities entering the Marion Street Bridge from about 15,000 AWD to 24,000 AWD and 22,300 AWD respectively. The limiting factor then becomes the bridge rather than the intersection. The bridge widening alternatives (III and V) increase entering capacities to 26,200 and 24,500 respectively in 1994 and the bridge capacity to 27,200 and 32,000 respectively.

HDC/JWS:ap
Attachments
cc: Mark Bovee

Of the direct on-ramp alternatives (I and II-C), II-C provides the better levels of service in 1980 and 1994. This is the alternative that allows the Front Street On-Ramp to free flow while the left lane from Marion Street yields to this on-ramp. Under this alternative, it is important to design for adequate merging sight distance.

The "around the block" alternative that provides the best levels of service is IV-C. This alternative also requires the right lane from Marion Street to yield.

Of these two designs, II-C provides the higher ramp capacity and more direct routing to the bridge. It, however, decreases the effective capacity of the bridge proper in 1994 because of the additional weaving maneuvers. IV-C, on the other hand, reduces weaving in 1994 (assuming both a new north and south bridge), but increases the out-of-direction travel and reduces the design capacity of the ramp. It also has a negative impact on Marion Square Park by isolating it within a "loop type" ramp.

Consideration should be given to adding a lane onto the bridge as shown in Alternates III and V. Table 3 lists the capacities and levels of service for these two alternatives.

Table 3
CAPACITY AND LEVELS OF SERVICE FRONT STREET RAMP ALTERNATIVES

Alternative		Design Capacity-Service Level					
		Ramp	Service Level	Entering Bridge from Marion & Commercial Sts.	Service Level	Adjusted Bridge	Service Level
III	1980	10.0	C	17.0	D	28.8	C
	1994	10.0	D	16.2	D	27.2	D
V	1980	8.3	D	17.0	D	28.8	C
	1994	8.3	D	16.2	D	32.0	C

The same comparisons between alternatives II-C and IV-C can be applied to Alternatives III and V. These latter two alternatives provide acceptable levels of service in 1980 and 1994. The additional capacity provided by the widening of the bridge, however, needs to be weighed against the cost of the widening.

Conclusion

From a traffic standpoint, the viable design alternatives, without adding an additional lane across the bridge, are those that:

1. Develop a high on-ramp capacity in order to maximize use of Front Street and reduce traffic on Liberty, Commercial and Marion Streets; and also
2. Allow the greatest amount of traffic to enter the bridge through the intersection at Marion and Commercial Streets; and
3. Reduce weaving on the bridge proper in order to maintain the maximum bridge capacity.

The alternatives that meet these criteria best in 1980 or 1994 are I, II-C, IV-B and IV-C. Table 2 lists the capacities and levels of service in 1980 and 1994 for these alternatives. The existing capacity of the bridge is about 15,000 AWD as controlled by the signal at Marion and Commercial Streets.

Table 2
CAPACITY AND LEVELS OF SERVICE FRONT STREET RAMP ALTERNATIVES

		Design Capacity-Service Levels					
Alternative		Ramp	Service Level	Entering Bridge from Marion & Commercial Sts.	Service Level	Adjusted Bridge	Service Level
I	1980	10.0	C	12.0	F	19.8	E
	1994	10.0	D	13.0	E	18.7	F
II-C	1980	10.0	C	14.0	E	19.8	E
	1994	10.0	D	15.0	D	18.7	F
IV-B	1980	8.3	D	12.0	F	19.8	E
	1994	8.3	E	13.0	E	22.0	E
IV-C	1980	8.3	D	14.0	E	19.8	E
	1994	8.3	E	15.0	D	22.0	E

Table 1
DESIGN CAPACITIES
FRONT STREET RAMP ALTERNATIVES
MARION STREET BRIDGE

Alternative		Design Capacity (SV "C") (1,000's)					
		Intersection (1)	Ramp (2)	Entering Bridge (1 + 2)	Bridge Proper (3)	Weave Adjust. Factor (4)	Adjust Brid (3 x 4
I	1980	12.0 1/	10.0	22.0	22.0	.9	19.
	1994	13.0 1/	10.0	23.0	22.0	.85	18.7
II A	1980	17.0	2.8	19.8	22.0	.95	20.
	1994	16.2	4.0	20.2	22.0	.90	19.
B	1980	14.7	5.0	19.7	22.0	.95	2
	1994	16.2	4.8	21.0	22.0	.90	1
C	1980	14.0 2/	10.0	24.0	22.0	.9	19.
	1994	15.0 2/	10.0	25.0	22.0	.85	18.7
III	1980	17.0	10.0	27.0	32.0	.9	28.
	1994	16.2	10.0	26.2	32.0	.85	27.
IV A	1980	17.0	3.0	20.0	22.0	.9	1
	1994	16.2	4.6	20.8	22.0	1.0	22.
B	1980	12.0 1/	8.9	20.3	22.0	.9	19.
	1994	13.0 1/	8.9	21.3	22.0	1.0	22.0
C	1980	14.0 2/	8.3	22.3	22.0	.9	19.8
	1994	15.0 2/	8.3	23.3	22.0	1.0	22.0
V	1980	17.0	8.3	25.3	32.0	.9	28.8
	1994	16.2	8.3	24.5	32.0	1.0	32.0

1/ Controlled by merge.
2/ Controlled by merge and yield.

Alternate III (Con't.)

In 1994, the entering capacity will be 26,200 AWD, but weaving on the bridge will limit its overall capacity to 25,600 AWD.

Alternate IV-A

The merging of the free right turn lane from Front Street with the right lane from Marion Street will result in an entering capacity of 20,000 AWD in 1980. The bridge capacity, controlled by weaving, is 19,800 AWD for this alternative.

The 1994 entering capacity is 20,800 AWD. The bridge itself could handle a weaving volume of 22,000 AWD because of the reduction in weaving.

Alternate IV-B

By merging the two lanes into one before the free right turn lane, the intersection capacity is reduced in 1980 to 12,000 AWD while the right turn lane's capacity is increased to 8,300 AWD for a total entering capacity of 20,300 AWD. The weaving volume on the bridge will again limit its capacity to 19,800 AWD.

The entering capacity of this alternative in 1994 of 21,300 AWD will be less than the capacity of the bridge proper since the weaving volume would be reduced.

Alternate VI-C

The yield in this alternative will increase the entering capacity to 22,300 AWD in 1980. But, the weaving capacity of the bridge will still be limited to 19,800 AWD.

The 1994 entering capacity is 23,300 AWD. The capacity of the bridge proper will be 22,000 AWD.

Alternate V

The additional lane across the bridge for the free right turn from Front Street will increase the entering capacity to 25,300 in 1980. The weaving volume that this alternate could handle is 28,800 AWD.

The 1994 entering capacity would be 24,500 AWD. The merging capacity of the bridge would be 32,000 AWD.

A summary of the component capacities is shown in Table 1.

Alternate II-A

The design capacity of the intersection as controlled by the signal will be 17,000 AWD in 1980. The stop sign at the ramp will only allow 2,800 AWD to enter the bridge for a total entering design capacity of 19,800 AWD. The capacity of the bridge adjusted for weaving is 20,800.

In 1994, the total volume that can enter the bridge at design capacity will be 20,200 AWD. The weave on the bridge will limit its capacity to 19,800 AWD.

Alternate II-B

Signalization of the ramp to coincide with the phasing of the signal at the intersection will increase the capacity of the ramp to 5,000 AWD in 1980, but will decrease the capacity of the intersection to 14,700. The weaving capacity of the bridge is 20,900 AWD.

By 1994, the entering capacity will increase to 21,000, but the greater volume of weaving will lower the capacity of the bridge to 19,800 AWD.

Alternate II-C

Requiring the left lane from Marion Street to yield at the ramp by 1980, will create a condition similar to a merge when traffic is heavy, while allowing almost free flow when the ramp traffic is light. The entering capacity from the intersection is decreased to 14,000 AWD, but the ramp capacity, being free flowing, remains 10,000 AWD. The total entering capacity is 24,000 AWD. But, the capacity of the bridge as controll by weaving will remain at 19,800 AWD in 1980.

By 1994, entering capacity is increased to 25,000, but weaving on the bridge again limits its capacity to 18,700 AWD.

Alternate III

By adding an additional lane across the bridge in 1980, the merging problem is eliminated. The intersection capacity is now 17,000 AWD. The additional 10,000 AWD capacity of the on-ramp increases the total entering capacity to 27,000 AWD. The bridge can now handle a weaving volume of 28,800 AWD.

Alternate III

Alternate III would continue two lanes across the bridge from Marion Street and add a lane across the bridge to allow the on-ramp to flow freely.

Alternate IV

Three variations of this alternative were analyzed. Alternate IV-A routes traffic from Front Street northbound under the bridge to Union Street and around the block to Commercial Street to a free right turn onto the north side of the Marion Street Bridge. The free right turn would be onto an additional lane which would merge into the right lane from Marion Street. Alternate IV-B would merge the right lane from Marion Street into the left lane allowing the around the block lane to flow freely across the bridge. Alternate IV-C would require the right lane from Marion Street to yield to the ramp lane.

Alternate V

Alternate V has an additional lane across the bridge for the around the block traffic on the north side of the Marion Street Bridge.

Traffic Impacts

The total design capacity of each alternative was determined as the total number of vehicles (ADT) that could cross the bridge with a level of service 'C' (design capacity, stable flow, acceptable delays). This number is a summation of the conflicting traffic at various points along the bridge. The traffic signal at Marion and Commercial Streets controlled the number of vehicles that could enter the bridge at that location. The geometric design controlled the number of vehicles that could enter the bridge via the ramp. For different alternatives, either a signal, a stop sign, a yield, or a simple merge was used to control the merging of traffic from the two entrances to the bridge.

Alternate I

The signal at Commercial and Marion Streets would allow 16,600 vehicles per average weekday (AWD) in 1980 to enter the bridge. However, the merging of the two lanes from Marion Street into the right lane would decrease this entrance capacity to 12,000 AWD. The on-ramp, with an additional 10,000 AWD would bring to 22,000 AWD the total number of vehicles entering the bridge. The capacity of the bridge itself under free flow conditions is 22,000 AWD. However, the conflicts in weaving across the bridge will reduce its capacity to 19,800 AWD.

By 1994, the addition of a north and a south bridge will change the traffic patterns on the existing Marion Street Bridge. Changes in the green time at Marion and Commercial Streets will allow 13,000 AWD to enter the bridge by 1994. The on-ramp will add 10,000 AWD for a total of 23,000 vehicles per average weekday entering the bridge. The weave across the bridge will, however, limit the overall capacity of this alternative by 1994 to 18,700 AWD.

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: A. D. Olson
Preliminary Design Engineer

DATE: July 9, 1974

FROM: Jack Sullivan
Urban Studies Coordinator

SUBJECT: Front Street Ramps

Introduction

In May, 1974 you requested that we evaluate five design alternatives (see Figure 1 and Figure 2) to connect Front Street to the Marion Street Bridge. The 1980 and 1994 traffic volumes were assigned and capacities were calculated for each of the various alternatives.

Traffic Projections

Traffic volumes for 1980 (Figure 3) were based upon historical growth trends across the existing bridges. N An~~y~~ additional bridge(s) across the Willamette River was assumed to be completed after 1980. However, the Front Street Ramps and Pringle Creek Parkway were assumed completed. The 1994 volumes (Figure 4) were projected from the 1990 Salem Area Transportation Study U-1 loadings. The U-1 Test System assumed the completion of the Front Street Ramps, the Pringle Creek Parkway, the I-305 Freeway, and the Pine Street and Mission Street Bridges.

Design Alternatives

Five design alternatives for the Front Street Ramps were analyzed.

Alternate I

This alternative merged the two lanes from Marion Street into one before the Front Street on-ramp. The ramp was then allowed to flow freely onto the bridge.

Alternate II

Three variations of this alternative were analyzed. Alternate II-A continued both lanes from Marion Street across the bridge and controlled the on-ramp with a stop sign. Alternate II-B signalized the on-ramp to coincide with the signal at Commercial Street. During Phase I, traffic from Commercial Street would enter the bridge, remaining in the right hand lane, and at the same time the on-ramp would flow freely into the left hand lane. During Phase II, traffic from Commercial Street and the on-ramp would be stopped while traffic from Marion Street was allowed to cross the bridge. Alternate II-C would require the left lane of traffic on the bridge from Commercial and Marion Streets to yield to traffic from the on-ramp.

In addition if a south bridge is selected and constructed with good access to West Salem, then an alternative route from the south to West Salem would be provided. This would reduce the weaving traffic on the bridge.

In summary, the construction of a direct on-ramp from Front Street to the Marion Street Bridge with an additional lane across the bridge is the most viable alternative. The reduction of the weaving traffic on the bridge by the "around-the-block" ramp does not outweigh the adverse impacts of that proposal. With good access to West Salem,a new south bridge could also reduce the weave traffic resulting from construction of the direct on-ramp. Thus, with or without an additional lane on the bridge, the direct on-ramp should be more beneficial than the "around-the-block" proposal. However, whether the ramp should free-flow, stop or yield will depend on weighing several factors-such as capacity, sight distance, signing, geometrics.

JS:bp
Attachments
cc: John Hanks
Mark Bovee

STATE OF OREGON **INTEROFFICE MEMO**

Department of Transportation

TO: A. D. Olson
Preliminary Design Engineer

DATE: July 24, 1975

File: Salem-General

FROM: Jack Sullivan Jack
Urban Studies Coordinator

SUBJECT: Front Street Ramps, City of Salem

At your request, a review of the traffic forecasts and analyses of the Front Street-Marion Street Bridge ramp alternatives has been made. Attached is a copy of our July 9, 1974 report. Since no decision has been made on the location for a third bridge across the Willamette River, no changes in the traffic forecasts for 1994 were made. These forecasts assume both a south (Mission Street) and north bridge (Pine Street). Another location for a bridge (Pringle Creek) has, however, been studied in the meantime. If this bridge site were selected, then the traffic expected on the ramps would decrease.

A review of the July 9th report indicates that the best solution from capacity, safety and operational standpoints would be to add a third lane across the bridge. This would best satisfy the criteria to maximize use of the on-ramp and reduce traffic on Marion and Liberty Streets. If a third lane is not added, then some potential safety and operational problems could arise. With the direct on-ramp alternatives (Alt I, IIA, IIB, IIC) either the on-ramp or Marion Street traffic will have to stop, yield, and/or merge - all taking place on an up-grade with limited sight distance. Similar conflicts exist with the "around-the-block" alternatives. The added bridge design capacity as controlled by weaving is estimated as low as 3,000 AWD, although, more vehicles, 5,300 AWD to 7,000 AWD, can be expected to enter the bridge (see July 9, 1974 report). The added lane would increase the bridge capacity from 10-15,000 AWD and eliminate or reduce significantly the potential for vehicle conflicts and accidents. This would also provide for a longer period of relief from bridge congestion until a third bridge is constructed.

None-the-less if a third lane is not constructed, the addition of only the on-ramp will increase the capacity of the bridge about 5,000 AWD and reduce traffic on Liberty Street.

A review of the attached report indicates that the "around-the-block" alternative would result in less traffic weaving in 1994 then the direct on-ramp and about a 7,000 AWD increase in capacity. However, the additional distance and time required to circle Marion Square, and the negative impact on Marion Square and increased air and noise pollution would nullify any capacity advantage of that alternative.

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 25 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

1-125-1387

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 14, 1975

adOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Front Street Bypass
City of Salem
Marion County

TO: E. S. Hunter
Deputy State Highway Engineer

As requested we have reviewed the studies of alternate connections from Front Street to the Marion Street Bridge. Attached are Jack Sullivan's latest comments, along with their original (July 1974) report.

The consensus of opinion is that the ramp as originally proposed is the best alternative. To fully realize its capacity and get maximum benefit this ramp should be extended on across the river as an additional lane. This could be done, providing a 32' roadway as on the Marquam Bridge, for an additional $800,000 - $900,000. I am advised that this is the most width that can be obtained. If the lane is not extended across the structure, then the left lane on Marion Street, coming up the bridge, will need to merge right or yield to ramp traffic and will become the controlling factor relative to bridge capacity. This would not affect the design and could be revised, whichever way is tried.

As pointed out in the attachments, the addition of the ramp alone would add about 5,000 ADT capacity to the bridge while including the extra lane would add 10,000 to 15,000 and eliminate or reduce significantly the potential for vehicle conflicts and accidents. Coupled with the Center Street ramp and the Front Street Bypass they would buy considerable relief to the local traffic problem. The data is based on having both the south (Mission) and north (Pine) bridges and would still fully utilize the extra lane.

The left hand on-ramp to the Marion Street Bridge as originally designed should be recommended to the Pringle Creek Parkway Task Force. If it is possible to fund the added lane across the bridge, this should also be considered for construction at the same time.

ADO:jh
Enclosure
cc: Jack Sullivan

RECEIVED
STATE HWY ENGR
AUG 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5. Burlington Northern will give the State possession of the existing depot facility prior to the completion of their new depot facility, locating their depot offices and appurtenant facilities temporarily on their existing property across from the Deaf School. The Burlington Northern will bring in temporary trailer house type of office facility to utilize at this location. The State will pay Burlington Northern rental on this temporary office facility until such time as the new depot is complete. The proposed date of this possession by the State of the BN facilities has not been established as yet, this will be dependent upon the date of the contract award for the Center Street ramp project. It is anticipated that this date of possession would be approximately the first of February, predicated on bids being received by the Oregon Transportation Commission for the construction of the Center Street ramp on December 20, 1975, which is the present schedule.

6. Upon completion of the depot facility and acceptance by the Burlington Northern Railroad, title to the four acre site will be transferred to Burlington Northern by the Oregon State Highway Division and at that time a deed for the Front Street property will be given the Oregon State Highway Division by Burlington Northern.

7. Mr. J. J. Gordon, Regional Property Manager, has asked that the land values be included in the agreement for their income tax purposes. Their site is appraised at $175,000. The value of the new site is $66,000.

Please commence preparation of the rough draft of this agreement and upon completion of the rough draft send a copy of it to me for submission to Burlington for review and comment by them. I will be out of my office on vacation until the second of September. If any questions arise or you find any other information you require in preparation of this agreement, please contact me upon my return.

JEC:ejd

cc: E. S. Hunter
J. B. Boyd
J. H. Versteeg

8336 B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 22, 1975

FILE: ~~ROW 18-4~~

NOTED
E. S. HUNTER

FROM: J. E. Chidsey
Railroad and Utility Engineer

TO: Jack L. Sollis
Asst. Attorney General

BUILDING

SUBJECT: Construction and Land Exchange Agreement
BN Depot Relocation
Front Street (Salem)
Marion County

I recently had conversation with Mr. Hal Moy of the Burlington Northern Railroad regarding the relocation of the Burlington Northern Railroad depot in the City of Salem on the Center Street bridge ramp project. As you are aware, we have proposed to Burlington Northern to relocate their depot facility from Front Street by acquiring land in the Salem Industrial Park and building them a new depot of their design along with necessary railroad trackage and other facilities in exchange for their existing depot and land to accomplish the construction of the Center Street off ramp southbound. Hal commented that with the recent reorganization that has affected the Portland office, they no longer have anyone in their office who is capable of preparing the necessary agreement document to cover the salient points of this land exchange. He has requested, therefore, that we prepare the necessary agreement.

Attached for your information and use in the preparation of the agreement are the legal descriptions of the parcels of land which are involved in this exchange. Other points to be included in the agreement are:

1. The railroad will design the new depot facility providing the State will award a contract for the construction of the depot.
2. The State will also cause the construction of the necessary team track unloading facility which is to be located at the new depot site.
3. The railroad will install the necessary trackage into the depot facility with the State reimbursing them for expenses incurred in this construction.
4. The State will acquire all necessary permits, licenses, etc. to cover the construction of the depot facility and the related appurtenances such as parking lot, landscape areas, driveways, drainage, etc.

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STATE HWY ENGR
AUG 22 '75
REFER TO
FOR
Info
Inves
R/D
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Sign
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File

10. In making the land exchange, the parties hereto have placed a $175,000 land value on the Old Site and $66,000 on the New Site which State will convey to Railway. The latter figure does not include the cost of filling and grading of the New Site or the cost of constructing Railway's depot thereon.

IN WITNESS WHEREOF, the parties hereto have executed this agreement the day and year hereinafter written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on ______________________________ by ____, which approval is on file in the Commission records. The delegation order also authorizes the Administrator and State Highway Engineer to execute the contract on behalf of the Commission.

State of Oregon by and through its
Department of Transportation,
Highway Division

____
Administrator and State Highway Engineer

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Assistant Attorney General and Counsel

of the new depot is in compliance with the plans and specifications submitted by Railway. The name of said representative shall be furnished to State and its contractor prior to commencement of construction. The representative shall, during the course of construction, advise State and its contractor when, in his opinion, the State and its contractor are failing to comply with Railway's plans and specifications, construction laws, code or regulations. Upon completion of construction, the representative shall advise State and its contractors in writing of the acceptance of constructed depot facility.

3. Railway will install the necessary trackage into the new depot facility and State will reimburse Railway for all expenses incurred in connection therewith.

4. State will acquire all necessary permits and licenses needed for the construction of the depot facility and related appurtenances, such as parking lot, landscape area, driveways, drainage, etc.

5. Railway will give State possession of its Front Street depot grounds on or before ________________, which will be prior to the completion of their depot facility on the New Site.

6. Railway depot facilities will be temporarily located on Railway's property across from the State of Oregon Deaf School.

7. State will pay Railway a rental in the amount of $________________ per month for the temporary quarters until such time as the depot on the New Site is complete.

8. Upon completion of the new depot and the acceptance thereof by Railway, title to the New Site will be transferred to Railway by a bargain and sale deed from the State.

9. Railway will thereafter convey to State the Old Site by a bargain and sale deed.

> along the arc of said 630.00 foot radius curve 173.73 feet, the chord of which is S 61°35'37" E, 173.18 feet; thence S 36°36'15" W, 423.80 feet; thence S 61°30'19" W, 425.94 feet; thence S 17°52'09" E, 73.28 feet to a point on the Southerly boundary line of said lot 12; thence S 86°34'23" W, 170.00 feet to the Easterly line of Burlington Northern Railway, said point also being the most Southerly corner of Lot 12 in said subdivision; thence Northerly along the Easterly line of Burlington Northern Railway to the point of beginning, containing 4.00 Acres, more or less.

WHEREAS, Railway is agreeable to such an exchange, and

WHEREAS, State and Railway wish to agree upon the terms of the exchange to be made as well as to matters necessary for the construction of a new depot for Railway on the New Site in Salem's Industrial Park.

NOW, THEREFORE, in consideration of the mutual benefits to be derived, it is agreed by the parties as follows:

1. Railway will prepare and furnish State with copies of all necessary construction plans and specifications for said depot building and other facilities to be constructed by State, including the team track unloading facility.

2. State shall let a contract for the construction of Railway's depot building and related appurtenances such as the necessary team track unloading facility, landscaping, driveway, drainage, etc., set forth on Railway's construction plans and specifications. All construction shall be in strict compliance with the plans and specifications submitted by Railway as attached hereto and designated Exhibit "A". All costs of construction and other expenses in connection therewith shall be paid by State. In the event Railway desires, during the course of construction, to make any changes or additions not provided for in the plans and specifications, it may do so by advising State and its contractor in writing of the changes or additions requested. The additional costs for said changes or additions shall be paid by Railway. A Railway representative will be designated for the purpose of determining if the construction

Files 48429 & 48568

LAND EXCHANGE AND CONSTRUCTION AGREEMENT

THIS AGREEMENT, made this _____ day of ______________________, 1975, between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called the "State", and the OREGON ELECTRIC RAILWAY COMPANY, an Oregon corporation, hereinafter called the "Railway".

WITNESSETH:

WHEREAS, Railway is the owner of property on Front Street in Salem, Oregon, on which there is located Railway's depot, (Old Site) which property is described as follows, to-wit:

> Lots 1, 2, 3, and 4, Block 61, CITY OF SALEM, Marion County, Oregon, hereinafter referred to as "Old Site".

WHEREAS, the Old Site is required by State in connection with the construction of an off-ramp which will connect the Center Street Bridge across the Willamette River to Front Street, and

WHEREAS, State has proposed to relocate Railway's depot from its Front Street location to a 4-acre site in Salem's Industrial Park, hereinafter referred to as "New Site", on which State would construct a new depot with necessary railroad trackage and other facilities in exchange for the existing depot grounds. The New Site which State has acquired in Salem's industrial Park for relocating Railway's depot is described as follows, to-wit:

> Beginning at the most Northerly corner of Lot 12, Salem Industrial Park as recorded in Book 28, Page 1 of Town plats for Marion County, Oregon, said point also being the point of intersection of Burlington Northern Railway and Salem Industrial Drive; thence S 53°41'37" E, 78.46 feet along Salem Industrial Drive to the beginning point of a 630.00 foot radius curve to the left; thence Southeasterly

8336

15

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 28, 1975

NOTED
E. S. HUNTER

Mr. Hal Moy
Burlington Northern, Inc.
1101 NW Hoyt St.
Portland, OR 97207

Dear Hal:

RE: Land Exchange & Construction Agreement
Front Street Ramp
City of Salem
Marion County
Files 48429 & 48568

In accordance with discussions between you and Mr. Chidsey, I am submitting a rough draft of a land exchange and construction agreement. This has been prepared along the lines that you and Jim discussed. I would request that you make whatever revisions are necessary and also include the proper signatories on the agreement. We hope by the processing of this agreement, we can continue to expedite the project as was discussed in our meeting last Tuesday.

Very truly yours,

J B Boyd

J. B. Boyd
Right of Way Engineer

JBB:jk
enclosure
cc: E. S. Hunter
Jack Sollis
Jim Chidsey
Bob Brisco

RECEIVED
STATE HWY ENGR
AUG 29 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHROEDER

Con 9-1-1
Salem
Front St

Adele Egan
Right of Way Branch

September 22, 1975

C. W. Head
Commission Services

RAILROAD COMPANIES
FILE No. 764

Attached are two copies of a letter agreement with Burlington Northern, Inc., for futher handling to permit entry on the Front Street depot site for drilling a foundation test boring on the Willamina-Salem Highway in Marion County.

We have retained an original signed copy for the Transportation Commission's files.

fkm

Att.

8336 ~~ROW 18-2~~ 18

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 22, 1975

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97209

Attn: H. F. Moy

Land Exchange & Construction Agmt.
Front St. Ramp
City of Salem
Marion County
R/W File: 48429 & 48568

Dear Hal:

On August 28, 1975 Mr. J. B. Boyd submitted to you a rough draft of the Agreement covering the land exchange and construction of the new Burlington Northern Depot in the City of Salem for your comments and review. It would be appreciated if you could give us an indication as to when we might expect a return of this rough draft with your comments and revision.

Our current construction schedule calls for the receiving of bids for this construction of the Center Street Bridge Ramp on December 18, 1975. If we can have some idea as to the time necessary to finish preparation of the final agreement, this would aid us in the scheduling of this project.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
cc: BN - Seattle
  Attn: C. F. Intlekofer
 BN - St. Paul
  Attn: Don Thomas

bc: E. S. Hunter
 J. L. Sollis
 J. B. Boyd
 Bob Briscoe, City of Salem

RECEIVED
STATE HWY ENGR
OCT 22 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

5. Mr. Chidsey indicated he hoped to have the railroad people relocated and that right of way would be cleared about April 1, 1976.

6. The City has not purchased the lot in the southwest corner of the block. This area will not be available to the contractor and should be so indicated on the plans.

7. The condition the ground in the block should be left in was discussed. It was decided any paved or graveled areas should be left for parking. The dirt areas should be smoothed and shaped to drain and to facilitate mowing when it became necessary. Four thousand dollars was proposed to be included in the Project Authorization for gravel surfacing.

8. The Region requested the attenuator design for the ramp gore be changed from Hi-Dro Cell to Hi-Dri Cell so it would be the same as the attenuator on the Marion Street Bridge and replacement units for only one kind would need to be stockpiled. John Tindall will review the attenuator design.

9. Utility conflicts with bridge footings are indicated on the plans. It was requested the bridge footings be staked on the ground to determine the extent of the conflicts. Mr. Gottfried indicated he would have the footings staked.

10. There are some overhead power lines on the south side of the Center Street Bridge and along the alley in the block that will have to be raised or relocated.

11. It was recommended that the specifications for handling traffic be similar to those used for the recent Center Street Bridge contract. The use of the orange 25 mile signs was also recommended. There is to be no work that would interfere with traffic on the Center Street Bridge during the Thanksgiving to New Year period, other holidays and fair week, during the life of the contract. There will be no work on Friday or Saturday nights.

12. The work sequence shown on the bridge plans was thought to be unnecessary. It was proposed that it would only be necessary to specify when it would be permissible to do the work on the existing bridge.

FE:jh
cc: A. D. Olson
C. O. Fredrickson
Gerald Wimer
Doug Van Dyke
Jim Chidsey
Rick Kuehn
Kerry Dayton
Jim Valentine
Art Gottfried
John Tindall
John Day
Tom Iwen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 13, 1975

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Center Street Bridge (Front Street Off-Ramp) Section
Willamina-Salem Highway
Marion County

RECEIVED
NOV 17 1975
ROAD DESIGN SECTION

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Troul

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not file
Return To
Bring Up
Other

Preliminary plans for the project were reviewed November 5, 1975 at a meeting in the Region II office.

The following were in attendance:

Hal Versteeg	Road Design Engineer, OSHD
Adrian Olson	Preliminary Design Engineer, OSHD
Charles Fredrickson	Region 2 Engineer, OSHD
Gerald Wimer	Region 2 Construction Engineer, OSHD
Doug Van Dyke	Traffic Engineer, City of Salem
Lew Garrison	Assistant Traffic Engineer, City of Salem
Ralph Lambert	Project Engineer, City of Salem
Jim Chidsey	Railroad and Utility Engineer, OSHD
Rick Kuehn	Region 2 Traffic Engineer, OSHD
Kerry Dayton	Assistant District Engineer, OSHD
Jim Valentine	Region 2 Utility Engineer, OSHD
Art Gottfried	Resident Engineer, OSHD
John Tindall	Supervising Design Engineer (Bridge), OSHD
William Thompson	Structural Designer, OSHD
John Day	Specifications Writer, OSHD
Tom Iwen	Designer, OSHD
Fred Eriksen	Design Team Supervisor

The plans and specifications for the project were discussed as follows:

1. It was proposed that the base design be revised to a lesser thickness of A.C. because the pavement grade is temporary and will be changed in two or three years.

2. It was pointed out that the portion of Center Street under the Front Street off-ramp will have two bridge columns in it and that this area of the street should be closed to traffic. Chemeketa Street will be cul-de-sac'd at the ramps connection to Front Street. Parking will have to be prohibited on Front Street alongside Judson's. Pedestrian traffic should not be permitted to cross the off-ramp travel lane at Front Street. The City will effect these changes.

3. A drop arm will be installed at the spur track crossing of the ramp.

4. Methods of closing the ramp were discussed. It was noted that perhaps four or five days during the average winter, snow or ice conditions would make it necessary to close the ramp. It was proposed that a neon "closed" legend be added to the ramp sign on the main bridge truss or something similar that would show only when it was turned on. Other signing and lights may be required and some sort of barricade to actually effect the closure.

8336

15

ROW 18-2

RECEIVED
STATE HWY ENGR
NOV 18 '75

bc: E. S. Hunter
J. L. Sollis
J. B. Boyd
Bob Brisco, City of Salem

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 18, 1975

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97209

Attn: H. F. Moy

Land Exchange & Construction Agmt.
Center St. Ramp (Front St.) Salem
Marion County
R/W File: 48429 & 48568

Dear Hal:

Enclosed are the original duplicate counterparts and a copy for your file of the final draft of the proposed Land Exchange and Construction Agreement between Burlington Northern Inc. and the Oregon Department of Transportation, Highway Division, covering the relocation of the Burlington Northern Depot presently on Front St. in the City of Salem. This Agreement is essentially the same agreement submitted to you by Mr. Boyd on August 28, 1975, but has been amended to include the revisions you suggested in your letter to Mr. Boyd of November 5, 1975.

Please review this Agreement and if it is satisfactory to the Burlington Northern as written, please have it executed on behalf of the Oregon Electric Railway Co. and return the fully executed copies to me for final execution by the Department of Transportation, Highway Division. You will note I have inserted into the Agreement a date of possession of the Front St. Depot site of April 1, 1976. It is anticipated that the Oregon Transportation Commission will receive bids for the construction of the Center St. ramp on January 29, 1976.

Section 2 of the Agreement makes reference to the Railway Plans and Sepcifications for construction of the new depot facility and designates them as Exhibit "A". When you execute this Agreement and return it, please supply us with copies of the Railway Plans and Specifications for the new depot so they can be made part of this Agreement. If any questions should arise regarding this Agreement, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.
cc: BN - Seattle & St. Paul

Form 81-734-3123

It is anticipated that contracts will be received by the Oregon Transportation Commission for the construction of this off-ramp on January 29, 1976. Shortly after the letting of the contract, I will forward to the Public Utility Commissioner a PUC application calling for the establishment of the grade crossing and the installation of flashing lights and a drop arm gate interconnected to the spur track to adequately protect this crossing during rail movements. At such time as preliminary plans for this project are available, they will be forwarded to you for your information and use.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: SPTC - San Francisco

bc: R. L. Schroeder
J. H. Versteeg
J. L. Sollis
J. B. Boyd
C. O. Fredrickson

8336

~~ROW 18-2~~ 15

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 21, 1975

Southern Pacific Trans. Co.
324 Union Station
Portland, OR 97209

Attn: R. L. Johnston

Pavement Removal Details
Crossing No. CM-719.57-C
Chemeketa St. N.E. @ Front St.
City of Salem
Marion County

Dear Sir:

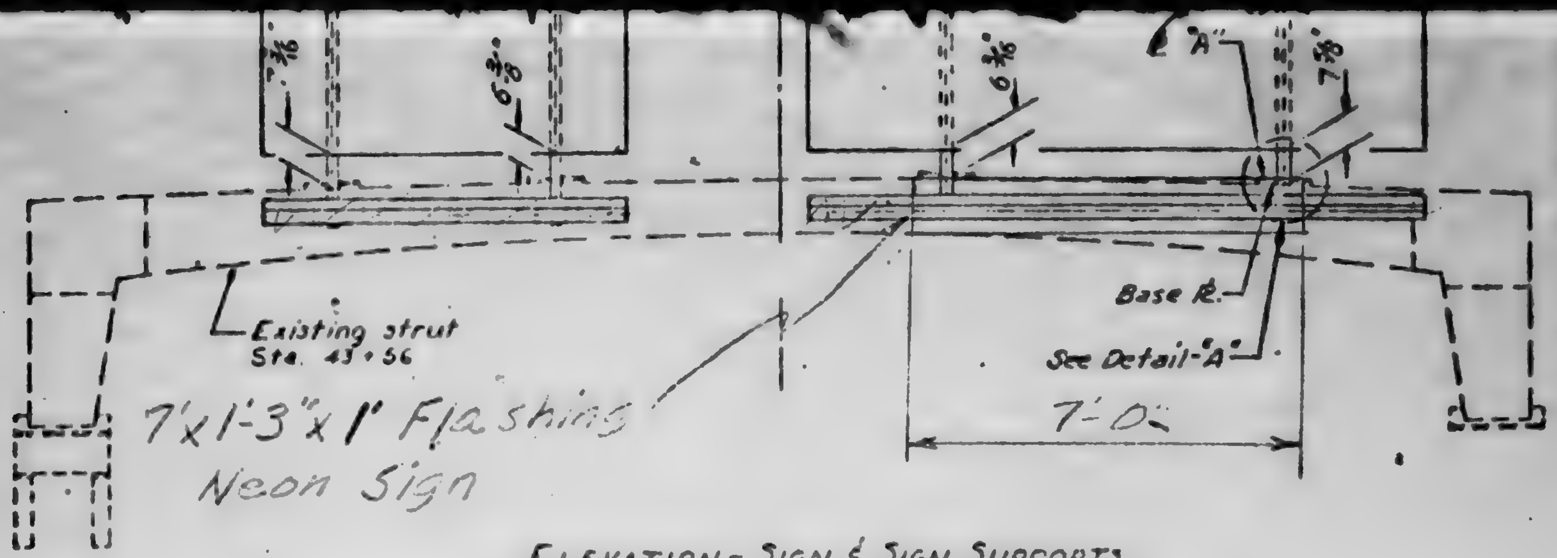
Enclosed is a portion of the plan of the Center St. off-ramp to be constructed by the Oregon Highway Division adjacent to Front St. in the City of Salem. This ramp will cross the spur line track leading from your Dallas Branch Mainline into the Container Corporation and running generally down the existing Chemeketa St. The construction of this ramp will necessitate an additional grade crossing as shown on the plans. Since the off-ramp will be a one-way facility, it will be necessary to close Chemeketa St. to west bound traffic. In order to prevent traffic from coming onto the off-ramp from the dead-ended Chemeketa St. or going against the flow of traffic up Chemeketa St., it has been found necessary to remove some of the existing pavement in the vicinity of the railroad tracks. This plan shows, highlighted in green, that portion of the existing pavement which will be removed from the railroad track area to prevent the flow of traffic.

Also enclosed is a sheet showing the details of the tapering of the curb at the railroad crossing and a detail showing how the pavement will be feathered down in the vicinity of the railroad tracks to prevent obstacles which would impair the movement of signalmen walking along side the train. It would be appreciated if you would review the plan and details as furnished and advise me of their suitability to the Southern Pacific Transportation Company.

NOTED
R. L. SCHROEDER

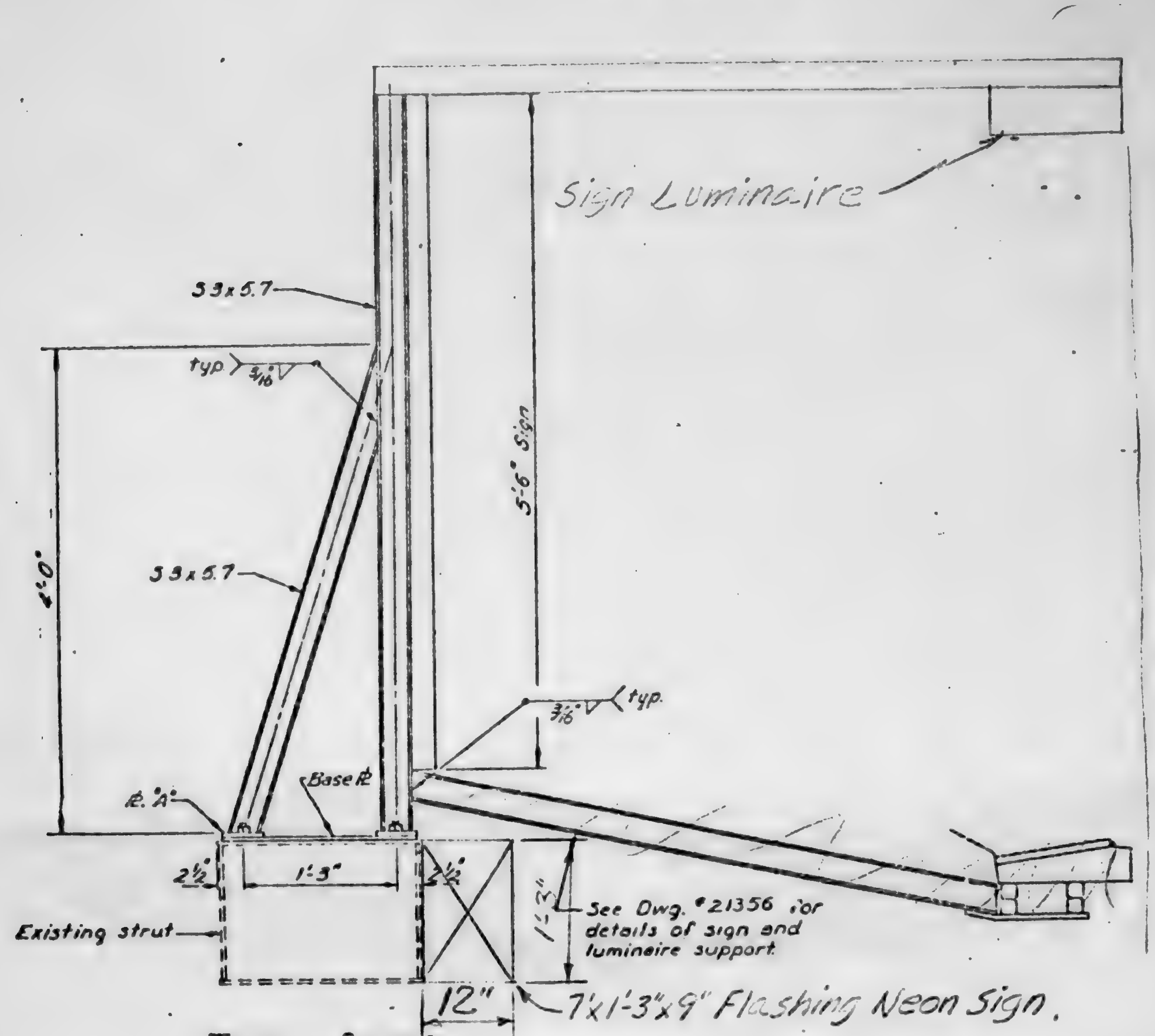
RECEIVED
NOV 24 1975
Office of
Assistant State Highway Engineer

Form 81-734-3123


7 7/8"
6 3/8"
6 7/8"
"A"
7 7/8"
Base PL.
Existing strut Sta. 43+56
See Detail "A"
7'-0"
7'x1'-3"x1' Flashing Neon Sign

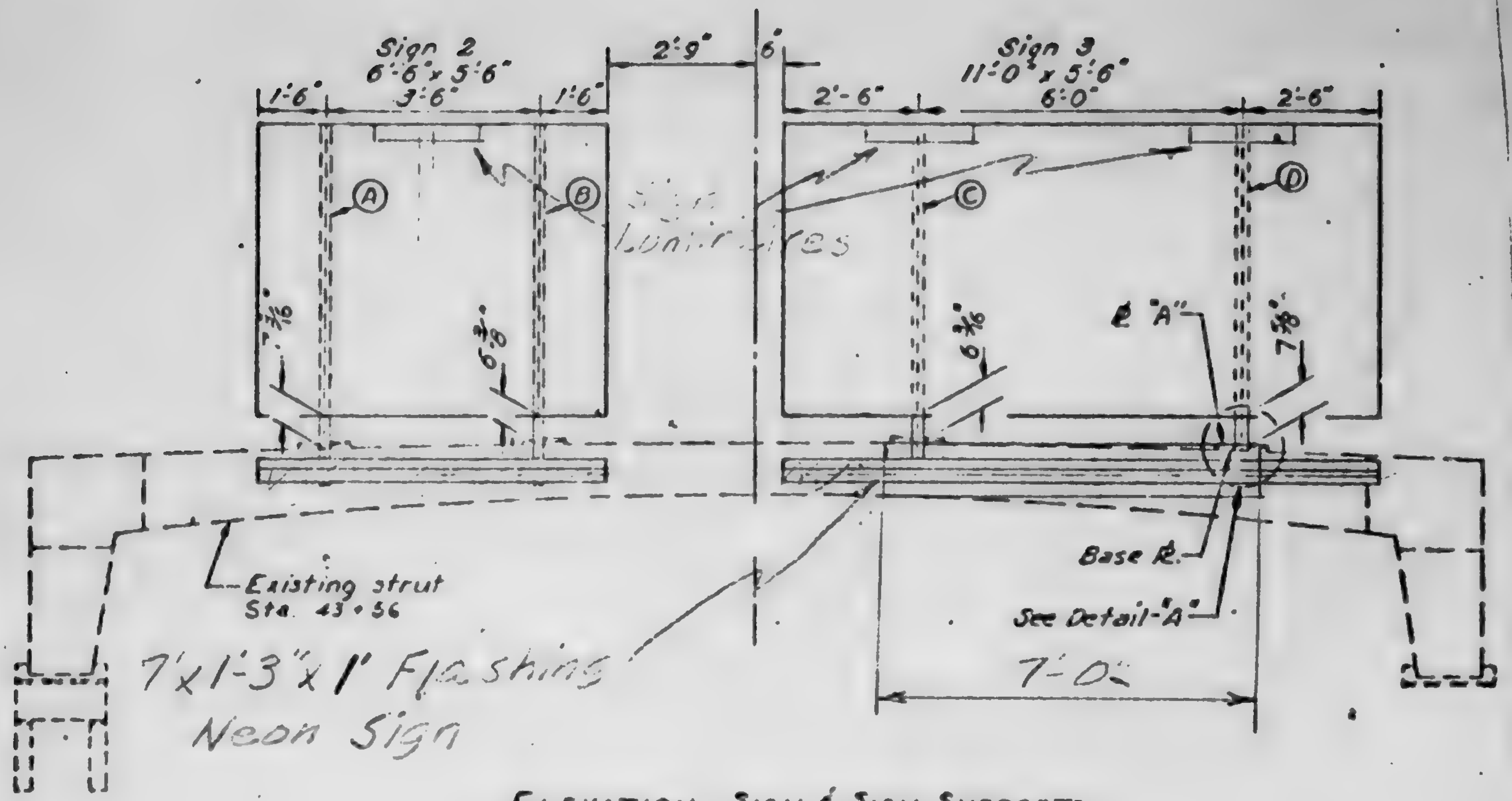
ELEVATION - SIGN & SIGN SUPPORTS
Scale: ½" = 1'-0"

Not to scale


Sign Luminaire
S3x5.7
typ 3/16
4'-0"
5'-6" Sign
S3x5.7
3/16 typ.
PL. "A"
Base PL
2½
1'-3"
2½
Existing strut
1'-3"
See Dwg. #21356 for details of sign and luminaire support.
12"
7'x1'-3"x9" Flashing Neon Sign.

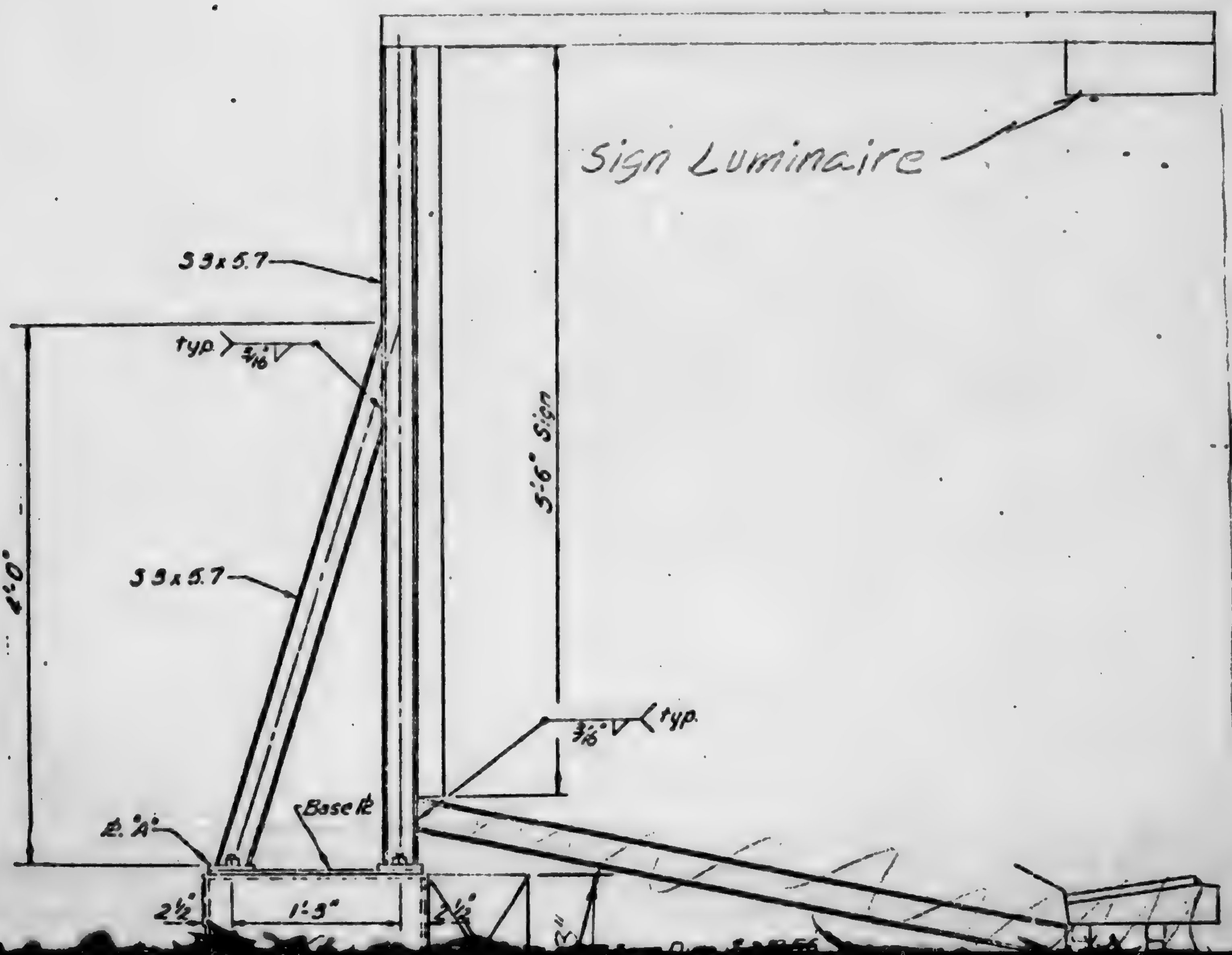
TYPICAL SECTION
Scale: 1½" = 1'-0"

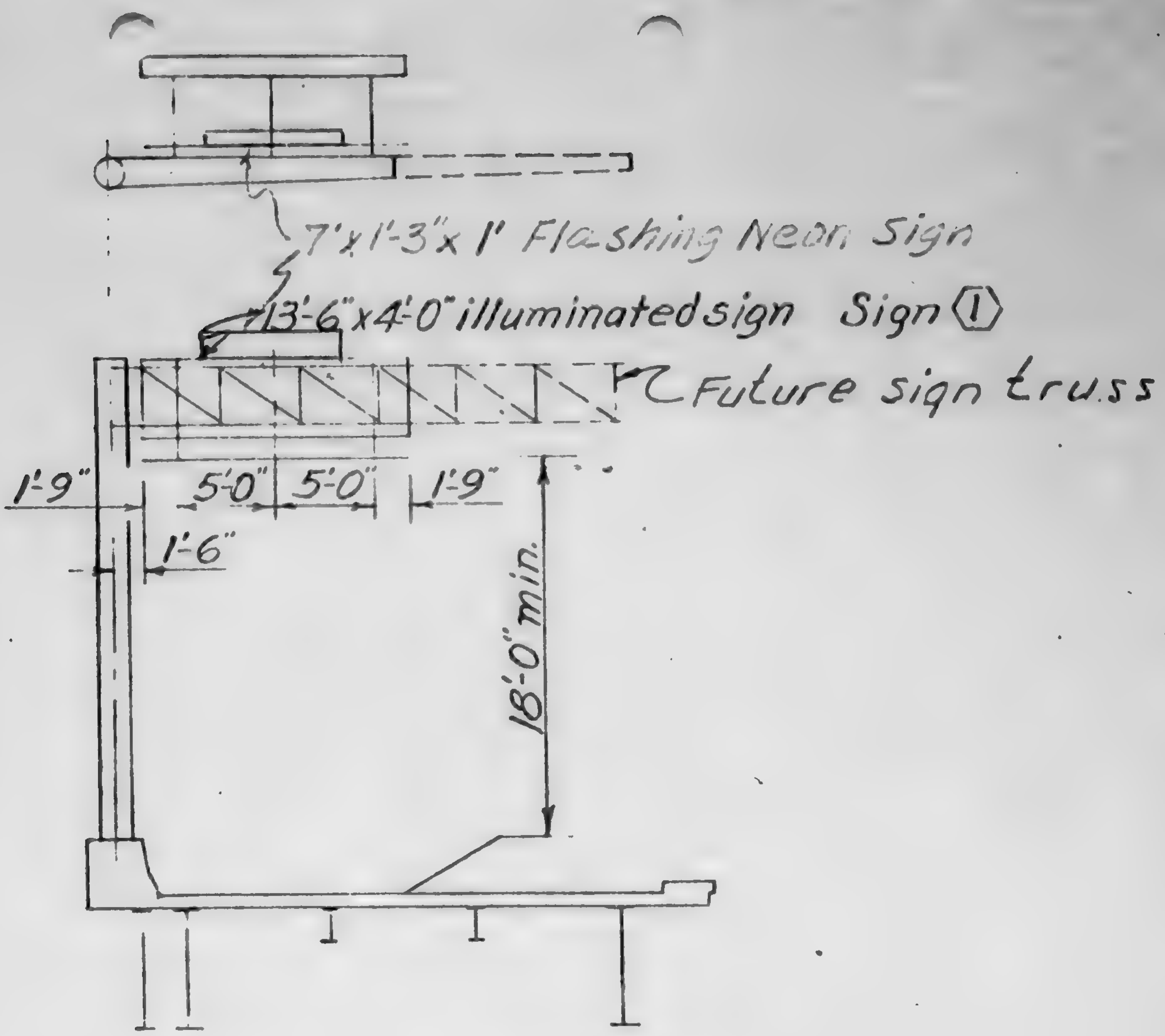
Not to scale


Sign 2
6'-6" x 5'-6"
1'-6"
3'-6"
1'-6"
2'-9"
6"
Sign 3
11'-0" x 5'-6"
2'-6"
6'-0"
2'-6"
A
B
C
D
Sign Luminaires
7 7/16"
6 3/8"
6 7/16"
7 7/8"
℄ "A"
Existing strut
Sta. 43+56
7' x 1'-3" x 1' Flashing
Neon Sign
Base ℞.
See Detail "A"
7'-0"

ELEVATION - SIGN & SIGN SUPPORTS
Scale: 1/2" = 1'-0"

Not to Scale


Sign Luminaire
S3x5.7
typ 3/16" V
5'-6" Sign
4'-0"
S3x5.7
3/16" V typ.
Base ℞
℞ "A"
2 1/2"
1'-3"
2 1/2"


7'x1'-3"x1' Flashing Neon Sign
13'-6"x4'-0" illuminated sign Sign ①
Future sign truss
1'-9"
5'-0"
5'-0"
1'-9"
1'-6"
18'-0" min.

Sta."C" 39+87.25 (Lt.)
Scale: 1"=10'

L NOTES:

s units, post units, sign and luminaire supports and miscellaneous hardw
high strength bolts, shall be hot-dip galvanized after
on. Anchor plate, anchor rods, and anchor rod nuts and
shall not be galvanized.
cture designed for a maximum sign area of 102 squar
4 feet high sign centered 14.5 feet from post cente
he design wind velocity is 90 miles per hour (50 year int.
ign sign panel weighs 5 pounds per square foot. The
luminaire including mounting channels weighs 18 pound
eal foot and is as long as the design sign. The
ent sign height of the design luminaire including
g channels is 1'-0" and the resulting projected
not part of the maximum sign area

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
December 3, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Revisions
Center to Front Southbound Off Ramp
Willamina-Salem Highway
Marion County

The Region Office has requested the addition of advance warning signs on the above-named project, so the ramp may be closed during icy conditions or accidents.

The Traffic Section is presently working on plans for a red neon flashing sign that will display "RAMP CLOSED" when the sign is turned on by a switch located either under the bridge or on the bridge deck. The signs will be 7'-0" long, 1'-3" high and 1'-0" deep. One sign will be mounted below the advance sign on the face of the pony truss. The luminaires for this location should be moved to a location above the signs. An identical sign will be mounted above the breakpoint sign on the cantilever sign structure at Station "C" 39+87.25(Lt.).

This information is being sent to you so you can proceed to have the structures and sign illumination revised. Detail drawings will be forwarded to you when the plans are completed.

L E George
L. E. George
Traffic Engineer

ELS:ds
Attachments

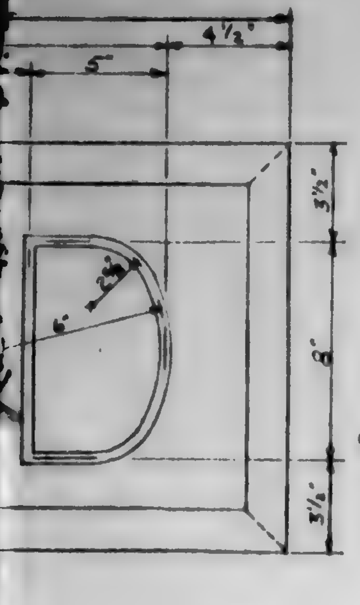
cc: W. J. Hart
C. O. Fredrickson

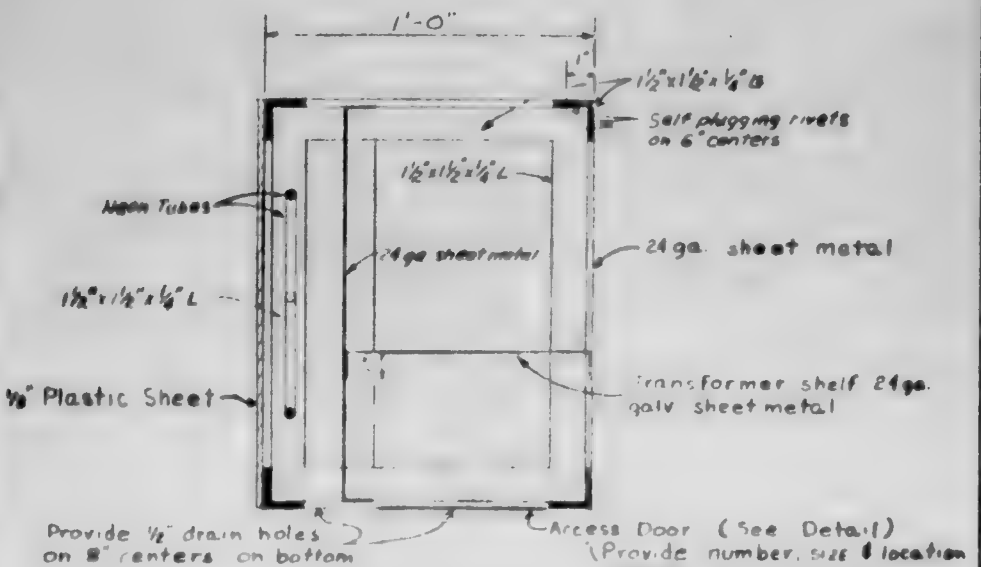
REFERRED TO
2 Board [illegible] Reed
Cole 1 Sample [illegible]
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin
Scott
3 Swenson [illegible]
R. Olson
Trout

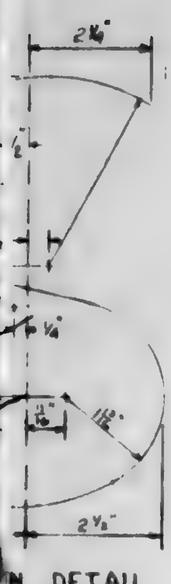
RECEIVED
DEC - 4 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other




1'-0"
1"
1½"x1½"x⅛" B
Self plugging rivets on 6" centers
1½"x1½"x⅛" L
Neon Tubes
24 ga sheet metal
24 ga. sheet metal
1½"x1½"x⅛" L
Transformer shelf 24 ga. galv sheet metal
⅛" Plastic Sheet
Provide ½" drain holes on 8" centers on bottom of sign
Access Door (See Detail)
(Provide number, size & location in bottom and end caps as required for construction and maintanence.)

SECTION B-B
Scale 3"-1'0"



N DETAIL
Size

Notes

The light source shall be 10MM 60MA clear tube red neon that is formed to match the letters as detailed in the Front View. The Manufacturer shall provide the letter grid.

The sheet metal forming the back, top and bottom of the case shall be fabricated from a sheet of "Redi-Kote" or "Jet-Coat" or an approved equal, 24 ga. sheet steel. No splices will be permitted. At the option of the manufacturer, the end caps may be formed from the same sheet. Alternate materials will be 0.06" sheet aluminum for the 24 ga. sheet metal, aluminum alloy 6061 for the angles.

The entire exterior of the cabinet and the neon tube compartment shall be flat black in color.

The locations of tube saddles electrode housing and transformer shall be in accordance with standard industry practice.

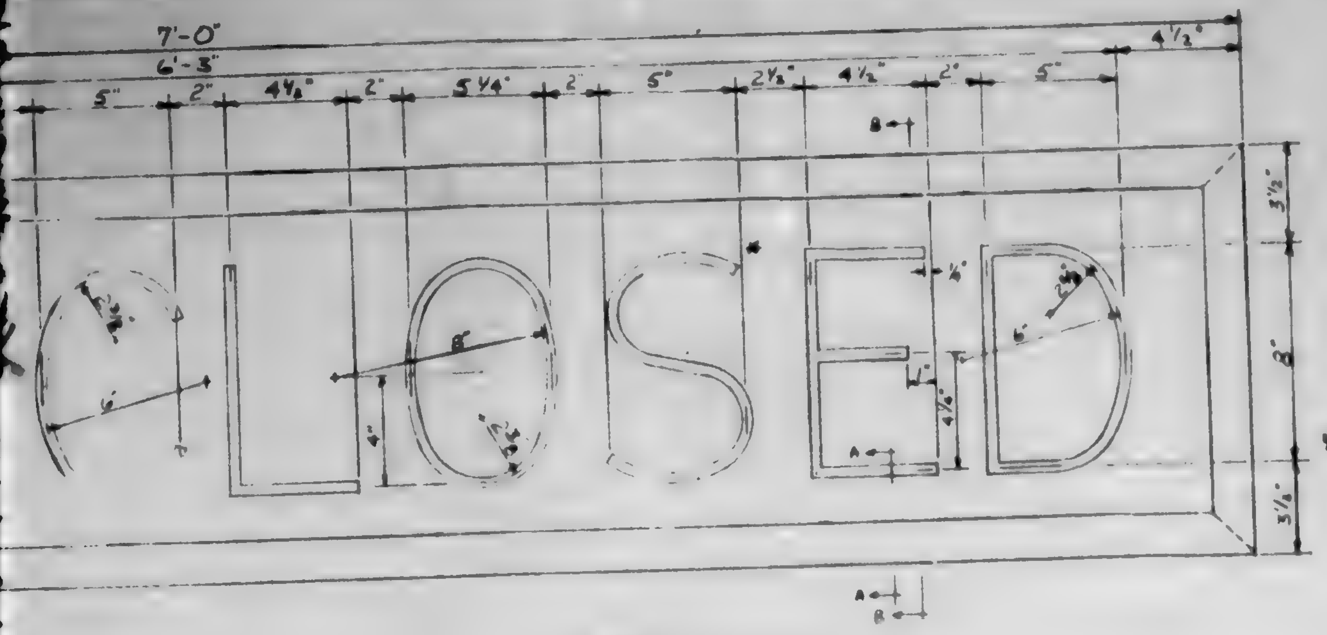
Weatherproofing neoprene gasket on all doors shall be permanently attached on one face. Bolts shall be galvanized or aluminum and painted as specified.

All sign construction shall conform with UL requirements.

Power supply shall be 120 volt a c single phase.

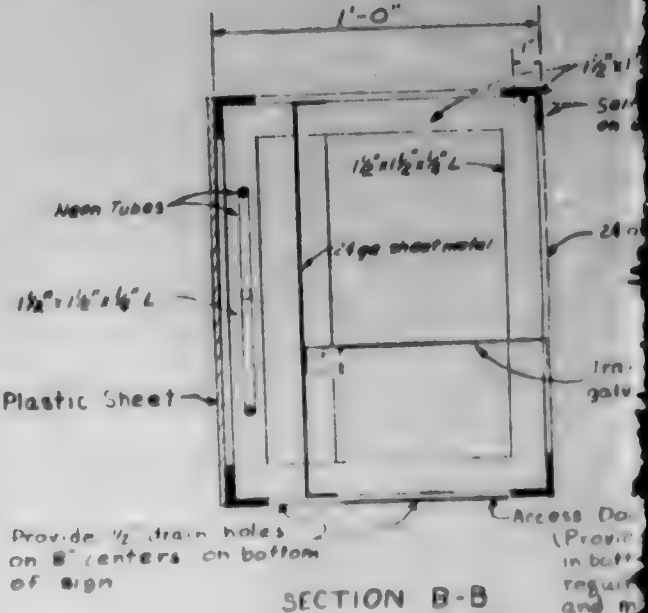
Flasher mechanism shall be of solid state construction with operation meeting all applicable portions of Subsection 661.46 (a-B) of the Standard Specifications For Highway Construction, Oregon-1974.

APPROVED
C Gozz
ER TRAFFIC ENGINEER
12/8/75
DATE


7'-0"
6'-3"
4½"
5"
2"
4¾"
2"
5¼"
2"
5"
2½"
4½"
2"
5"
B
A
3½"
8"
3½"

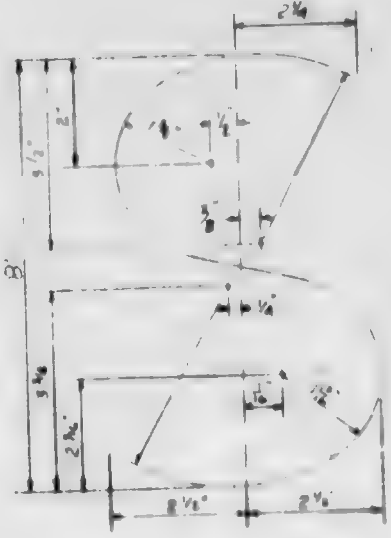
# For details see below

FRONT VIEW
Scale 3" = 1'-0"


1'-0"
Neon Tubes
24 ga sheet metal
1½"x1½"x⅛" L
1½"x1½"x⅛" L
⅛" Plastic Sheet
Provide ½ drain holes on 8" centers on bottom of sign
Access Do
(Provi
in bott
requir
and m

SECTION B-B
Scale 3" = 1'-0"

RED NEON DETAILS



DIMENSION DETAIL
½ Full Size

Notes

The light source shall be 10MM, 60MA
tube red neon that is formed to match
letters as detailed in the Front View. The
Manufacturer shall provide the letter g

The sheet metal forming the back, t
and bottom of the case shall be fabricated
a sheet of "Redi-Kote" or "Jet-Coat," or a
approved equal, 24 ga. sheet steel. No
will be permitted. At the option of the
manufacturer, the end caps may be for
from the same sheet. Alternate mater
will be 0.06" sheet aluminum for the
sheet metal, aluminum alloy 6061 for
angles.

The entire exterior of the cabinet un
neon tube compartment shall be flat b
in color

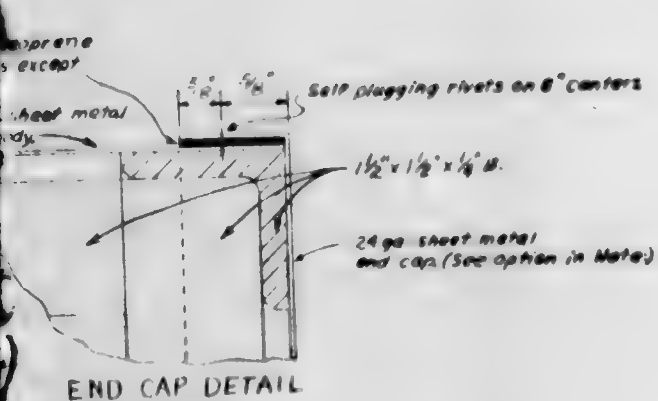
The locations of tube saddles, ele
housing and transformer shall be in a
ance with standard industry practic

Weatherproofing neoprene gasket o
all doors shall be permanently attache
one face. Bolts shall be galvanized
aluminum and painted as specified.

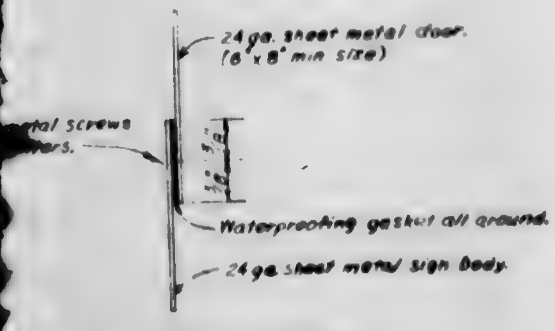
All sign construction shall conform
UL requirements.

Power supply shall be 120 volt a c
single phase.

Flasher mechanism shall be of solid
construction with operation meeting all a
portions of Subsection 661.46 (a-8) of th
Standard Specifications For Highway Cons
Oregon - 1974.


oprene
s except
sheet metal
dy
⅝"
⅝"
Self plugging rivets on 6" centers
1½" x 1½" x ⅛" L
24 ga sheet metal end cap (See option in Note)

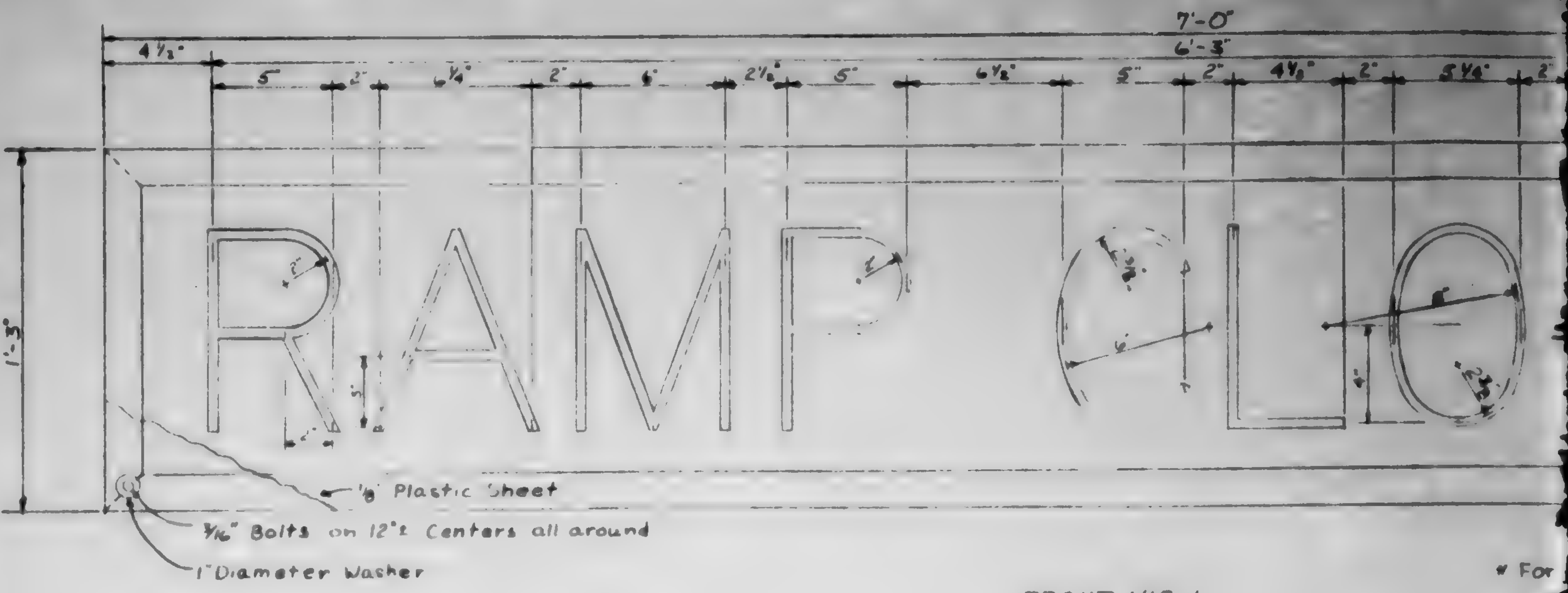
END CAP DETAIL
Full Size


24 ga. sheet metal door. (6" x 8" min size)
etal screws
ers.
Waterproofing gasket all around.
24 ga sheet metal sign body.

ACCESS DOOR DETAIL
Full Size

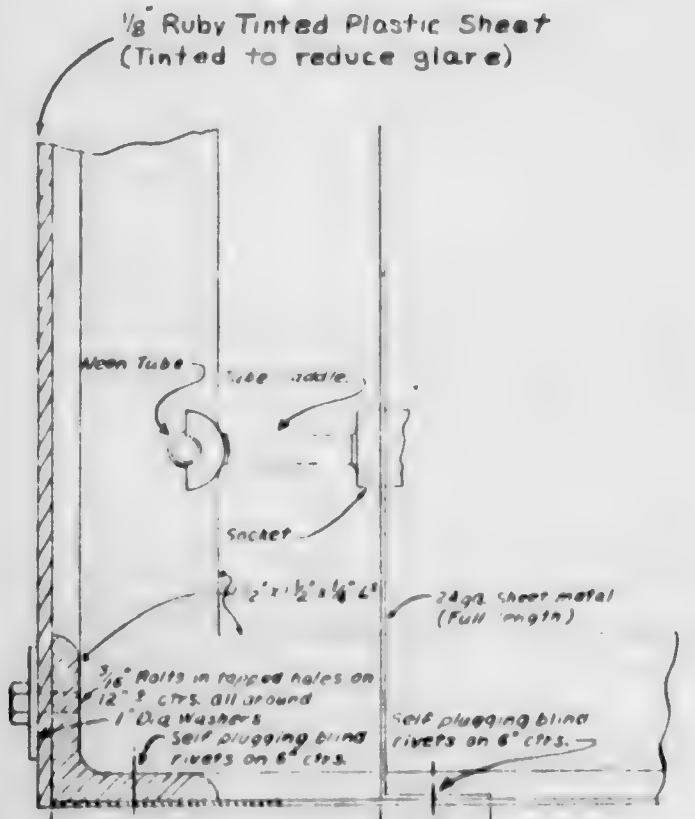
APPROVED
ASST. STATE HIGHWAY ENGINEER
12/9/75
DATE

APPROVED
C Gozz
TRAFFIC ENGINEER
12/8/75
DATE

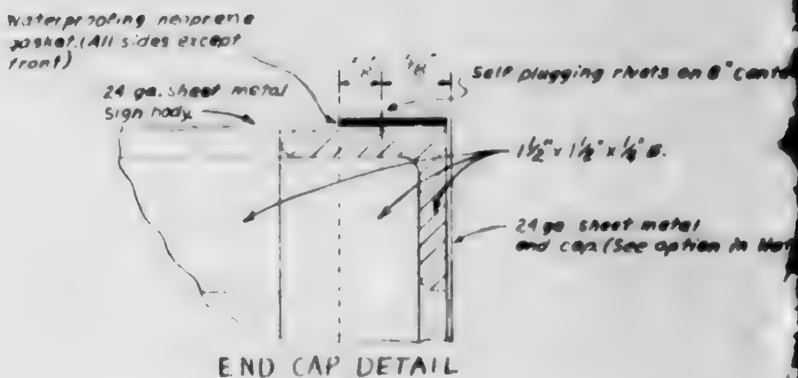

7'-0"
6'-3"
4½"
5"
2"
6¼"
2"
6"
2½"
5"
6½"
5"
2"
4½"
2"
5½"
2"
1'-3"
RAMP CLO
⅛" Plastic Sheet
3/16" Bolts on 12" ± Centers all around
1" Diameter Washer
* For

FRONT VIEW
Scale 3" = 1' 0"

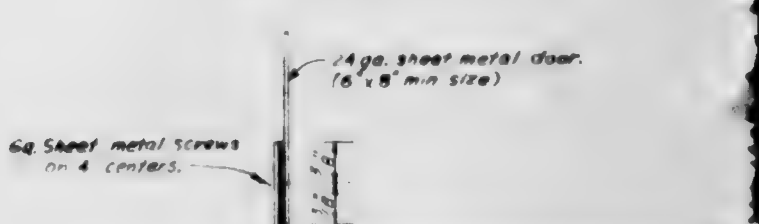
FLASHING RED NEON SIGN DETAILS


⅛" Ruby Tinted Plastic Sheet
(Tinted to reduce glare)
Neon Tube
Tube saddle.
Socket
2" x 1½" x ⅛" ∠s
24 ga. sheet metal
(Full length)
3/16" Bolts in tapped holes on
12" ± ctrs. all around
1" Dia Washers
Self plugging blind
rivets on 6" ctrs.
Self plugging blind
rivets on 6" ctrs.
3"
1"

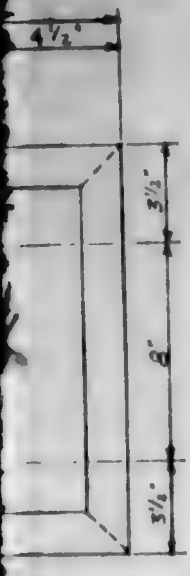
SECTION A-A
Full Size

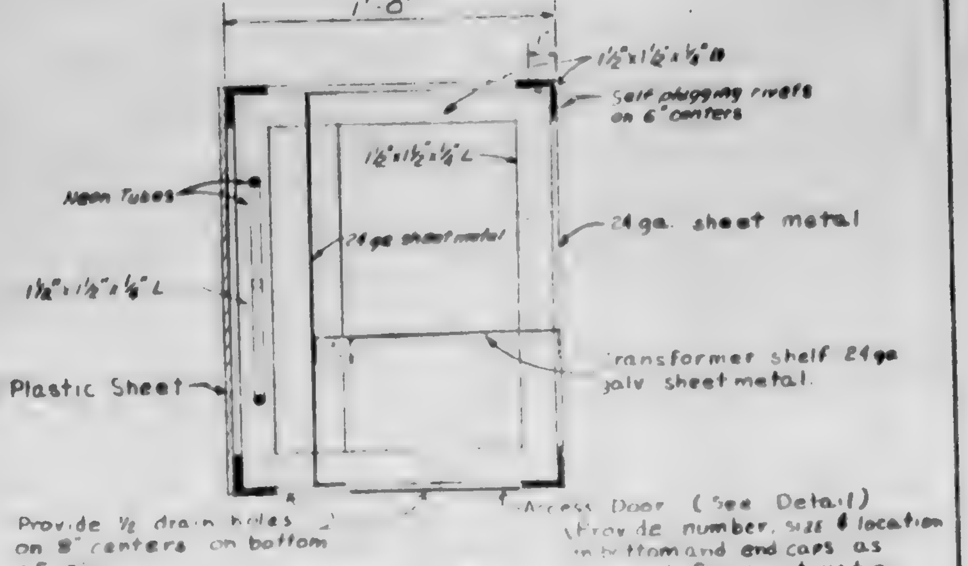

Waterproofing neoprene
gasket. (All sides except
front)
24 ga. sheet metal
sign body.
½"
⅛"
Self plugging rivets on 6" cent
1½" x 1½" x ⅛" ∠s.
24 ga. sheet metal
end caps (See option in No

END CAP DETAIL
Full Size


24 ga. sheet metal door.
(6" x 8" min size)
6a. Sheet metal screws
on 4 centers.
⅜"
⅜"
Waterproofing gasket all around.
24 ga. sheet metal sign body.

ACCESS DOOR DETAIL
Full Size




1'-0"
1"
1½"x1½"x⅛" ⊔
Self plugging rivets on 6" centers
1½"x1½"x⅛" L
Neon Tubes
24 ga. sheet metal
24 ga. sheet metal
1½"x1½"x⅛" L
Transformer shelf 24 ga. galv. sheet metal.
⅛" Plastic Sheet
Provide ½ drain holes on 8" centers on bottom of sign
Access Door (See Detail) (Provide number, size & location in bottom and end caps as required for construction and maintanence.)

SECTION B-B
Scale: 3"=1'-0"

Notes

The light source shall be 10MM, 60MA clear tube red neon that is formed to match the letters as detailed in the Front View. The Manufacturer shall provide the letter grid.

The sheet metal forming the back, top and bottom of the case shall be fabricated from a sheet of "Redi-Kote" or "Jet-Coat," or an approved equal, 24 ga. sheet steel. No splices will be permitted. At the option of the manufacturer, the end caps may be formed from the same sheet. Alternate materials will be 0.06" sheet aluminum for the 24 ga. sheet metal, aluminum alloy 6061 for the angles.

The entire exterior of the cabinet and the neon tube compartment shall be flat black in color.

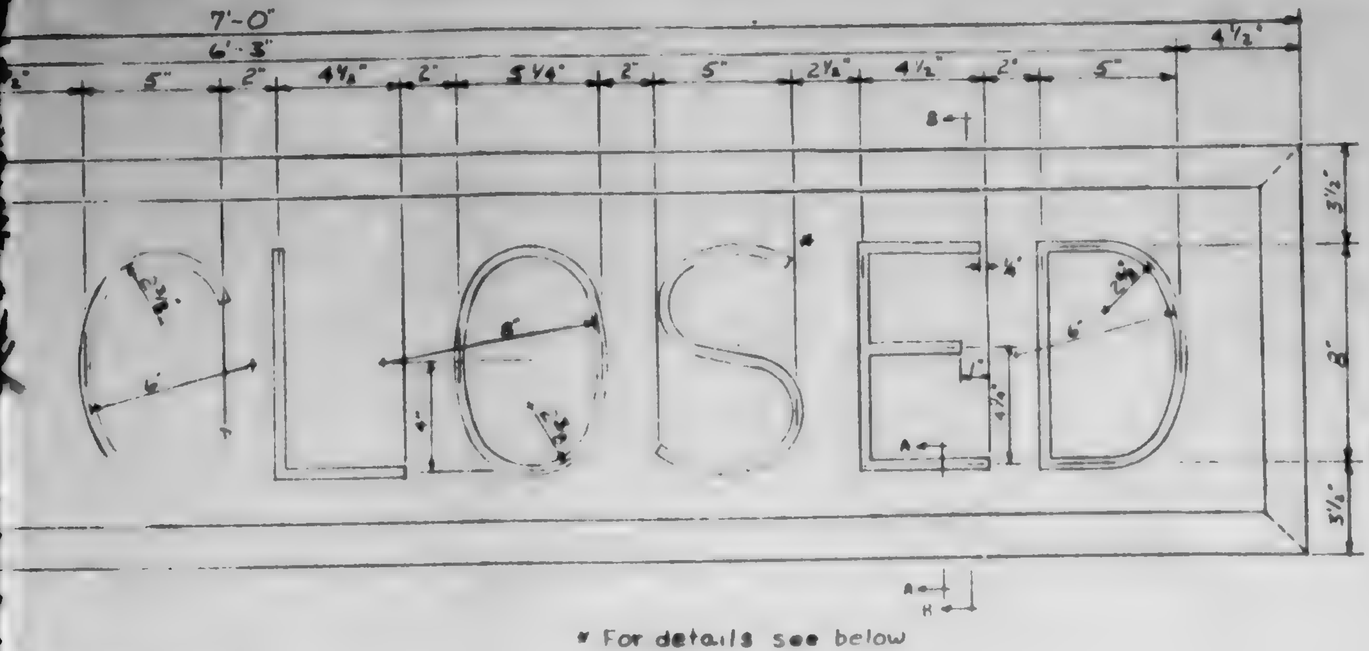
The locations of tube saddles, electrode housing and transformer shall be in accordance with standard industry practice.

Weatherproofing neoprene gasket on all doors shall be permanently attached on one face. Bolts shall be galvanized or aluminum and painted as specified.

All sign construction shall conform with UL requirements.

Power supply shall be 120 volt a.c. single phase.

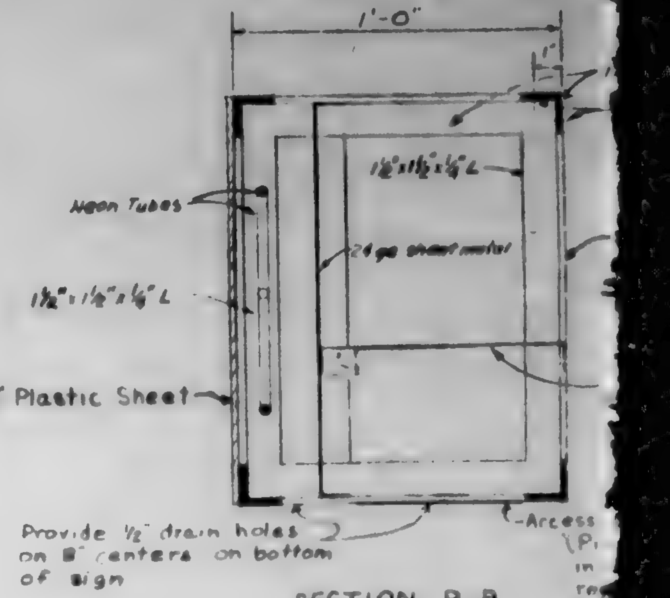
Flasher mechanism shall be of solid state construction with operation meeting all applicable portions of Subsection 661.45 (a-B) of the Standard Specifications For Highway Construction, Oregon-1974.



7'-0"
6'-3"
4½"
5"
2"
4⅛"
2"
5¼"
2"
5"
2½"
4½"
2"
5"
B
A
6"
8"
3½"
3½"

* For details see below

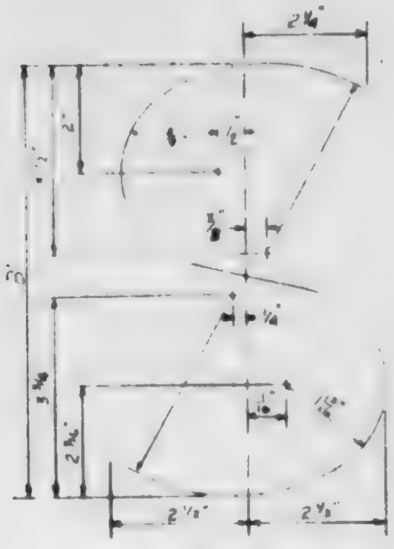
FRONT VIEW
Scale 3" = 1'-0"



1'-0"
1"
Neon Tubes
1½"x1½"x⅛" L
1½"x1½"x⅛" L
24 ga. sheet metal
⅛" Plastic Sheet
Provide ½" drain holes on 8" centers on bottom of sign
-Access

SECTION B-B
Scale: 3" = 1'-0"

RED NEON DETAILS



2¼"
2"
8"
½"
⅜"
¼"
3⅜"
2¾"
2½"
2⅛"

DIMENSION DETAIL
½ Full Size

Notes

The light source shall be 10 MM, 60
tube red neon that is formed to mat
letters as detailed in the Front View.
Manufacturer shall provide the letter

The sheet metal forming the back
and bottom of the case shall be fabricat
a sheet of "Redi-Kote" or "Jet-Coat," or
approved equal, 24 ga. sheet steel. N
will be permitted. At the option of t
manufacturer, the end caps may be
from the same sheet. Alternate mat
will be 0.06" sheet aluminum for the
sheet metal, aluminum alloy 6061
angles.

The entire exterior of the cabinet
neon tube compartment shall be flat
in color.

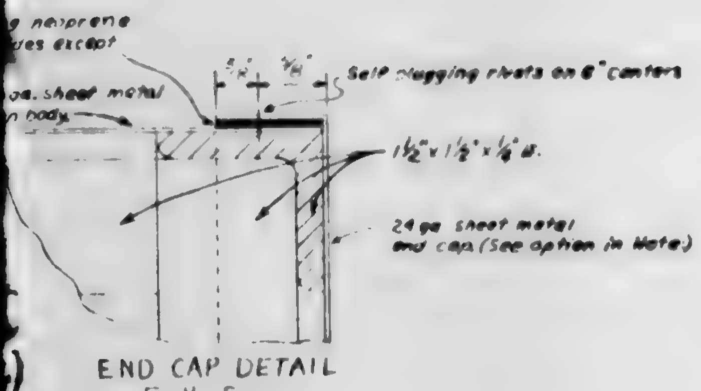
The locations of tube saddles,
housing and transformer shall be
ance with standard industry prac

Weatherproofing neoprene gasket
all doors shall be permanently attach
one face. Bolts shall be galvanize
aluminum and painted as specified

All sign construction shall conform
UL requirements.

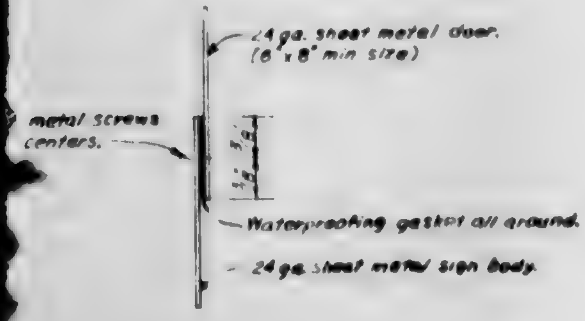
Power supply shall be 120 volt a
single phase.

Flasher mechanism shall be of soli
construction with operation meeting all
portions of Subsection 661.45 (a-8) of
Standard Specifications For Highway Con
Oregon - 1974.



g neoprene
ges except
⅝"
⅛"
Self plugging rivets on 6" centers
ga. sheet metal
n body
1½"x1½"x⅛" L
24 ga. sheet metal end cap (See option in Note)

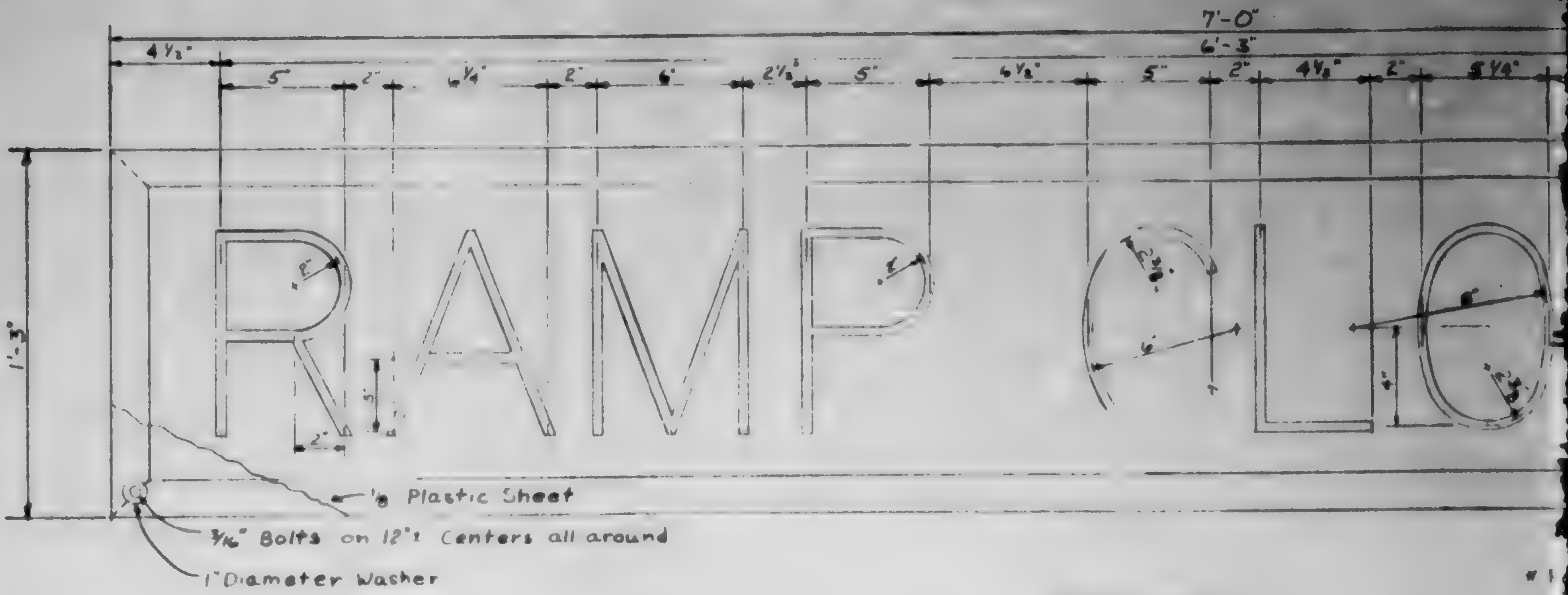
END CAP DETAIL
Full Size



24 ga. sheet metal door. (6"x8" min size)
metal screws
centers.
Waterproofing gasket all around.
24 ga. sheet metal sign body.

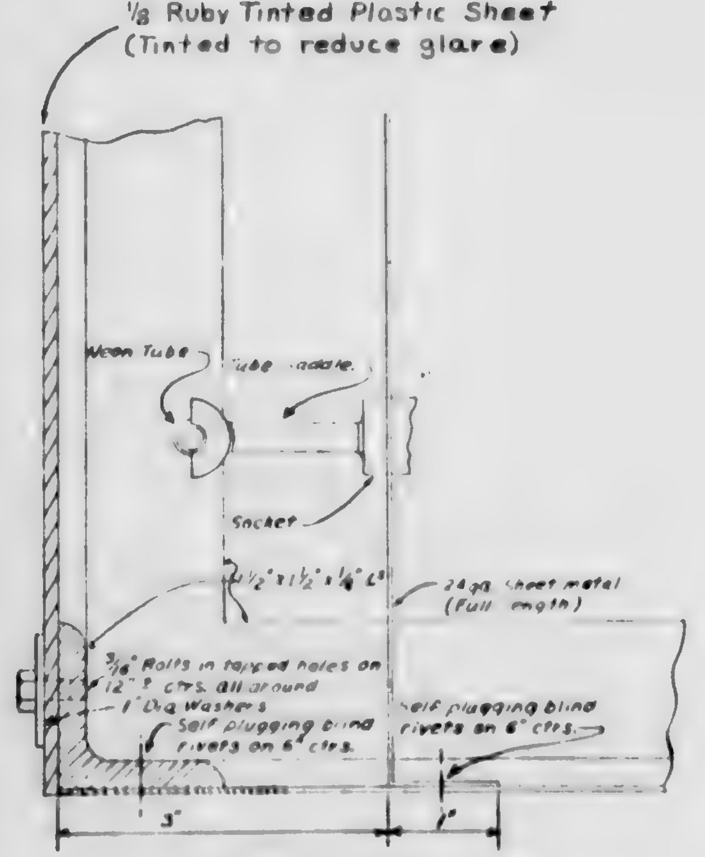
ACCESS DOOR DETAIL
Full Size

APPROVED	APPROVED
ASST. STATE HIGHWAY ENGINEER	TRAFFIC ENGINEER
12/9/75	12/8/75
DATE	DATE

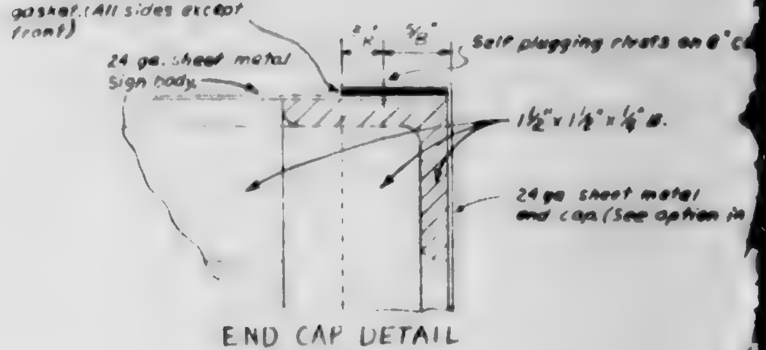

7'-0"
6'-3"
4 1/2"
5"
2"
6 1/4"
2"
6"
2 1/2"
5"
6 1/2"
5"
2"
4 1/2"
2"
5 1/4"
1'-3"
RAMP CLO
2"
3"
1/8" Plastic Sheet
3/16" Bolts on 12" ± Centers all around
1" Diameter Washer

FRONT VIEW
Scale 3" = 1' 0"

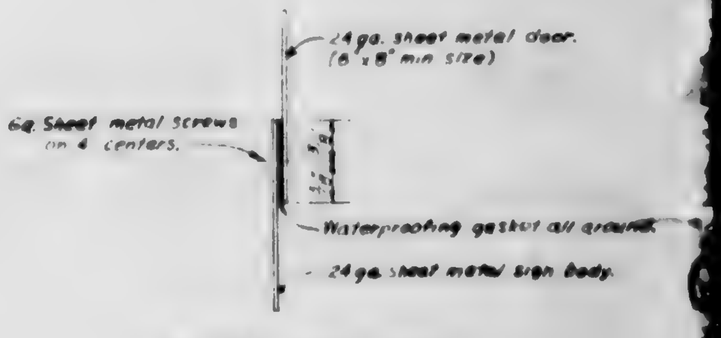
FLASHING RED NEON SIGN DETAILS


1/8" Ruby Tinted Plastic Sheet
(Tinted to reduce glare)
Neon Tube
Tube saddle.
Socket
1 1/2" x 1 1/2" x 1/4" L's
24 ga. sheet metal
(Full length)
3/16" Bolts in tapped holes on
12" ± ctrs. all around
1" Dia Washers
Self plugging blind
rivets on 6" ctrs.
Self plugging blind
rivets on 6" ctrs.
3"
1"

SECTION A-A
Full Size


Waterproofing neoprene
gasket. (All sides except
front)
24 ga. sheet metal
Sign body.
2"
5/8"
Self plugging rivets on 6" c
1 1/2" x 1 1/2" x 1/4" L.
24 ga. sheet metal
end cap. (See option in

END CAP DETAIL
Full Size


24 ga. sheet metal door.
(8" x 8" min size)
6a. Sheet metal screws
on 4" centers.
Waterproofing gasket all around.
24 ga. sheet metal sign body.

ACCESS DOOR DETAIL
Full Size

8336

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 12, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Ramp Closed Sign
Center Street Bridge Section
Willamina-Salem Highway
Marion County

Attached are three copies of the proposed "Ramp Closed" sign to be installed in two locations on the Center Street Bridge.

If you desire, we can loan to you our copy of the study plan so you will not have to redraw the details shown on this sheet.

L E George

L. E. George
Traffic Engineer

SRW:du
cc: Walt Hart
Region II

Versteeg
Olson
✓ Torpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 15 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
2 Beard WGB Rood
Cole | Sample 2R-8
Erikson Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
One print retained by Beard

bc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. J. Hart
C. O. Fredrickson

June 14, 1974

City of Salem
City Hall
Salem, Oregon 97301

Attention Mr. Douglas Van Dyke
Traffic Engineer

Re: Illumination Agreement
Center Street Bridge
Willamina-Salem Hwy. (ORE 22)
City of Salem

Gentlemen:

Officials of City and State have determined a need and desire to install thirty 400-watt mercury vapor luminaire units on the Center Street Bridge.

It is currently planned to call for bids on this illumination and related work at the August, 1974 bid letting.

The State will install said units and the City will perform the maintenance and pay for all electrical energy consumed by the luminaire units.

Please review the attached agreement documents, present to the Salem City Council, pass the necessary resolution, and return three executed copies to this office for further processing.

Upon obtaining the necessary signatures of approval, a fully executed copy will be returned for your permanent records.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By

D. N. Harwell
Assistant Engineer
County & City Unit

RECEIVED
STATE HWY ENGR
JAN 5 '76
REFER TO

DNH:ljt
Encl.

cc: Robert Moore, City Manager

27-1079

CITY
OF SALEM
OREGON
Zip Code 97301

December 22, 1975

Mr. C. O. Fredrickson
Region II Engineer
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Fredrickson:

Because of recent street light problems on the Center Street Bridge (equipment deterioration), I discussed the replacement lighting with Mr. Bob Dixon, OSHD. Contrary to my expectation he informs me that new street lights are not scheduled to replace the easterly seven on the Center Street Bridge. He understands that this is held in abeyance for the Center to Front northbound ramp construction.

With the northbound ramp construction not likely for several years and with the June 14, 1974 letter from Don Harwell (illumination agreement), we ask that the new luminaires be included in the southbound ramp project, and relocated when the northbound ramp was to be constructed. The illumination agreement calls for 30 street lights, with 15 to be installed prior to the southbound ramp project.

Your consideration to include this in the southbound ramp project is appreciated.

Sincerely,

S. DOUGLAS VAN DYKE
Traffic Engineer

RECEIVED
STATE HWY ENGR
JAN 5 '76
REFER TO
FOR
Info Invest. D.R. Act. File

SDV:skl

cc: B. T. Van Wormer, Director of Public Works
Howard Wood, Portland General Electric
Lane Powell, Salem Electric

8 3 3.6

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 2, 1976
Salem, Oregon

FILE: 27-1079

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Structure Illumination
Center Street Bridge
Willamina-Salem Highway

TO: E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER

Attached is a December 22, 1975 letter from City of Salem Traffic Engineer, S. Douglas Van Dyke. He requests the remaining illumination on the structure be replaced as part of the currently contemplated bridge ramp construction.

The attached October 21, 1974 agreement calls for us ". . to install 30 400 watt mercury vapor luminaire units with multiple circuitry. . ." The recent construction project on the main span and westerly approach removed 21 old luminaire units and replaced them with 17 new units.

According to Mr. Van Dyke, there are 9 old lights remaining on the easterly approach that are giving the City maintenance problems. The 7 of these not affected by the new ramp could be replaced for $10-12,000 according to Bridge Administration Engineer, R. W. Ellison.

It would appear we have some obligation to do so. However, I've been unable to confirm this with County-City Engineer, Don Harwell. He refers to Illumination Design Engineer, Robert M. Dixson. He also wasn't aware of the basis of the original agreement except the only combination that adds up is that there were 30 luminaires on the entire old structure. Therefore, it is recommended you authorize this inclusion on the ramp project.

1-7-76
Orig - Walt
OK to include
advise Van Dyke.
Ed.

cy Wimer
Harwell
1-7-76

RECEIVED
STATE HWY ENGR
JAN 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign

GWW/dea
Attach.

STATE OF OREGON)
) ss.
County of Multnomah)

I, JAMES WARREN COOK, being first duly sworn upon my oath, depose and say:

That I am legal counsel and authorized agent for Oregon Electric Railway Company; that I have read the foregoing Application to Temporarily and Permanently Relocate Agency Services and Agent, know the contents thereof, and the same is true as I verily believe.

James Warren Cook

Subscribed and sworn to before me this 15 day of January, 1976.

Carl Anderson
Notary Public for Oregon
My Commission Expires: 8/9/78

facility in the Salem Industrial Park. Personnel at the existing agency, the temporarily relocated agency and the permanently relocated agency will not be changed. The personnel consist will include four positions plus the supervisory agent. Two telegraphers will operate a double shift.

IV.

Railroad customers served through applicant's existing Salem facility will be advised of the temporary change and the permanent change by appropriate notices, and will be advised of the new telephone numbers for both relocations. It is the opinion of applicant that these necessary relocations of agency facilities and personnel will result in no reduction of service to its rail customers and will in fact provide a better agency facility for its customers in the Salem area.

WHEREFORE, applicant prays that an order of the Commissioner issue without hearing under the provisions of ORS 756.390 on the basis that the above-described changes of agent and agency facilities and services from the existing location on Front Street in Salem, Oregon to Laurel Avenue and Salem Industrial Drive locations constitute relocations from points within the City of Salem to other points within the City of Salem.

Dated at Portland, Oregon, this 15th day of January, 1976.

ROGER J. CROSBY
JAMES WARREN COOK

By ______________________
James Warren Cook
Of Attorneys for Applicant
Oregon Electric Railway Company

II.

The Oregon State Highway Division and the City of Salem are now involved in the implementation of a central development plan and street plan. Those plans include a multiple lane traffic corridor in downtown Salem and a new access to the Center Street bridge over the Willamette River, which will require the removal and relocation of applicant's existing agency facilities. The removal of the existing facilities will not result in an abandonment of applicant's Salem agency nor will it result in a withdrawal of the agency personnel of applicant at Salem, Oregon. The first move by applicant will be a temporary relocation of its agency to a temporary location at 2680 Laurel Avenue N.E., on or about April 1, 1976, and second, a move to a permanent new agency facility being constructed on Salem Industrial Drive in Salem Industrial Park.

III.

On or about April 1, 1976 when the first relocation to the temporary site on Laurel Avenue N.E. is intended, applicant will provide a mobile trailer for its agency facilities and personnel. The temporary agency facility will be complete with necessary utilities, radio and telephone communication, and a temporary train order signal. Because of the limitation of space no lunchroom, storage room, or locker facilities will be available at the temporary location, but all facilities originally provided at the existing Front Street location will be provided on an equal or upgraded basis at the site of the new depot and agency

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

In the Matter of the Application of OREGON ELECTRIC RAILWAY COMPANY for authority to temporarily and permanently relocate agency services and agent from Front Street location in Salem, Oregon to Laurel Avenue and Salem Industrial Park locations, Salem, Oregon.	)	No. APPLICATION TO TEMPORARILY AND PERMANENTLY RELOCATE AGENCY SERVICES AND AGENT

Applicant, Oregon Electric Railway Company, whose address for the purpose of this application is c/o Roger J. Crosby, 1201 American Bank Building, Portland, Oregon 97205, respectfully states in support of its application to relocate (1) on a temporary basis and (2) on a permanent basis its agency service and agent from existing Front Street location in Salem, Oregon, to (1) Laurel Avenue location and then to (2) Salem Industrial Drive location, all within the corporate limits of the City of Salem, Oregon:

I.

Applicant is a duly authorized common carrier by railroad operating in interstate and intrastate commerce. Applicant's existing agency facility is located on Front Street between Center and Chemeketa Streets in Salem, Oregon, just westerly of applicant's main line trackage running generally between Eugene, Oregon and Portland, Oregon.

✓ F. B. Klaboe
Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

J. E. Chidsey
Railroad-Utility Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

J. L. Sollis
Assistant Attorney General
Trial Division
100 State Office Building
Salem, Oregon 97310

please advise and we will immediately supply.

Very truly yours,

OREGON ELECTRIC RAILWAY COMPANY
APPLICANT

ROGER J. CROSBY
JAMES WARREN COOK

By
James Warren Cook

JWC/ca

Encls.

cc w/encls. Roger P. Campbell
Supervisor
Rates & Service Section
Public Utility Commissioner of Oregon
Labor & Industries Building
Salem, Oregon 97310

Robert E. Lindsey, Mayor
City of Salem
555 Liberty Street, S.E.
Salem, Oregon 97301

City Manager
City of Salem
555 Liberty Street, S.E.
Salem, Oregon 97301

Director of Public Works
City of Salem
555 Liberty Street, S.E.
Salem, Oregon 97301

City Attorney
City of Salem
555 Liberty Street, S.E.
Salem, Oregon 97301

8336

15

BURLINGTON NORTHERN

ROGER J. CROSBY
Vice President and Regional Counsel

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

Delbert W. Johnson
Assistant Regional Counsel

James Warren Cook
[redacted]
Assistant Regional Counsel
[redacted]

January 15, 1976

NOTED
E. S. HUNTER

Charles Davis
Public Utility Commissioner
of Oregon
Labor & Industries Building
Salem, Oregon 97310

Re: Application for Temporary and Permanent Relocation of Agency Services and Agent at Front Street to Laurel Avenue and Salem Industrial Drive, Salem, Oregon

Commissioner Davis:

Enclosed for filing and processing are original and three copies of application to relocate agent and agency facilities and service of Oregon Electric Railway Company at Salem, Oregon. The first relocation will be on a temporary basis, effective April 1, 1976 from the existing Front Avenue location (between Center and Chemeketa Streets) to 2680 Laurel Avenue N.E. (across from State of Oregon Deaf School). The second and final relocation on a permanent basis will occur as soon thereafter as construction of the new facilities can be completed in the Salem Industrial Park adjacent to the railroad's main line and right of way (on Lot 12, Salem Industrial Drive).

This matter has been discussed and reviewed with representatives of the Rail Division who are quite familiar with the redevelopment plans of the City of Salem and the Oregon State Highway Division, which have occasioned these relocations of the Oregon Electric agency facilities and personnel.

Applicant railroad respectfully requests an order authorizing both the temporary and permanent relocations without hearing under the relocation provisions of ORS 756.390:

> "Where a common carrier seeks to move the location of its agent or agency from one point within a city to another point within such city the Commissioner may approve such move without a hearing."

RECEIVED
JAN 28 1976
Office of
Assistant State Highway Engineer

If any additional information is required by your office

NOTED
R. L. SCHROEDER

Burlington Northern Inc./1201 American Bank Building/Portland, Oregon 97205/Telephone (503) 221-1300

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

January 23, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer

Gentlemen:

Re: Land Exchange and Construction Agreement
Center Street Ramp (Front Street), Salem,
R/W File: 48429 and 48568.

I am returning two counterparts of the proposed Land Exchange and Construction Agreement between the Department of Transportation, Oregon State Highway Division and Oregon Electric Railway Company, covering relocation of the railroad's depot presently at Front Street in Salem. This instrument has been executed by the railroad and is being passed along to you for similar action, after which counterpart bearing the marginal approval of our people should be returned to me. The instrument should be dated at the time of execution by highway officials.

We are working with our St. Paul people in the preparation of plans and specifications for the new depot, and will be in a position to pass these along to you within the next six to eight weeks. At that time you can attach them to the instrument and then return our copy of the agreement. This should enable you to acquire all necessary permits and licenses without delay. If we are to meet the April 1 date for the State's possession of our Front Street depot grounds, we must take immediate steps to move in the temporary trailer and provide the necessary utility hookups. Pending receipt of final execution of the land exchange and construction agreement, I would appreciate letter from you authorizing the railroad to proceed with the work and the Highway Department's agreement to assume all related charges and the monthly rental after occupancy.

Very truly yours,

C. F. INTLEKOFER
Director, Engineering

By: W. V. CURRIE
Office Manager

XC: R.L.Schroeder
L.W. Rulien
W.J. Hort
J.L. Sullis
J B Boyd
C.O. Fredrickson.

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

WVC/fc Attachment

File: SALEM-2F

ROW 18-2

bc: R. L. Schroeder
L. W. Rulien
W. J. Hart
J. L. Sollis
J. B. Boyd
C. O. Fredrickson

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 26, 1976

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97209

Attn: Kenny King

Land Exchange & Construction Agreement
Center St. Br. (Front St. Off-Ramp)Sec.
Willamina-Sheridan Highway
Marion County
R/W File: 48429 & 48568

Dear Sir:

I received the two copies of the Land Exchange & Construction Agreement for the Center St. Ramp project in Salem accompanied by Mr. W. V. Curry's letter of January 23, 1976. I am proceeding to have the two counterparts executed by Mr. Klaboe, Administrator and State Highway Engineer, and will retain the fully executed copies until such time as I receive the required plans and specifications which are to be attached to the Agreement as Exhibit "A".

In his letter, Mr. Curry requests that we authorize Burlington Northern to proceed with the work as outlined in the Agreement. You are authorized to proceed with the work necessary under the terms of this Agreement and the Highway Division will assume all related charges and the monthly rental of your temporary depot facility after it is occupied and put in use by your forces. Bids for the construction of the Center St. Ramp will be received by the Oregon Transportation Commission on February 26. The special provisions for this project provide the contractor will have access to the depot property on April 1, 1976, except in that area that is presently occupied by the depot building. We anticipate to dispose of the depot building to a local developer and will grant him 30 days to remove the building with the date of occupancy of April 1. I would like to thank Burlington Northern for their cooperation and efforts on our behalf as regards to this Agreement and the project in general. This cooperation has enabled us to proceed in an orderly manner on the construction of the proposed ramp and it is greatly appreciated.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer

JEC:jk

cc: BN - Seattle & St. Paul

Form 81-734-3123

8336

13

FORM 81 714 1010

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE
January 26, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: Land Exchange & Construction Agmt.
Center St. Br. (Front St. Off-Ramp)
Section
Willamina-Sheridan Highway
Marion County

Attached are the original duplicate counterparts of the Land Exchange & Construction Agreement between Burlington Northern Inc. and the Oregon Highway Division calling for the relocation of the existing Burlington Northern Depot presently located on Front St. to the Salem Industrial Park in North Salem. This Agreement has been signed by Burlington Northern Inc. and is returned to us for execution by the Oregon Department of Transportation Commission. The Agreement is complete except for the inclusion of Exhibit "A", which is the plans and specifications for the construction of the new permanent BN Depot facility in the Salem Industrial Park area. I have been informed by Burlington Northern Inc. that these plans and specifications will be forwarded to us in approximately two months.

This Agreement needs to be approved by Mr. R. L. Schroeder, Asst. State Highway Engineer. After Mr. Schroeder has approved the Agreement, approval should be obtained from the Chairman or Vice-Chairman of the Oregon Transportation Commission and upon receipt of this approval the Agreement should be signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed the Agreement, please have it returned to me for final distribution. I will retain the Agreement in my possession until such time as I have received the Exhibit "A", plans and specifications as required by the Agreement.

With the receipt of the Burlington Northern executed copy of this Agreement, we are in a position to receive bids for the construction of the Center St. Off-Ramp. The Agreement calls for possession of the Front St. depot site by the Highway Division on April 1, 1976. Burlington Northern is currently working on a temporary relocation of their depot facility to their Cherry St. property across from the Oregon Deaf School. This move to temporary facilities will be completed by then, approximately March 15, 1976. We will also be in a position to arrange for the disposition of the existing BN depot building to the land developers who have expressed interest in acquiring this facility. The specifications people have been advised to insert a restriction into the special provisions for the Center St. off-ramp which would not allow the contractor to occupy the BN depot property until April 1st. That portion of the BN depot property presently occupied by the depot building and 20 feet outside thereof will not be available to the contractor until May 1, 1976, allowing the developer who is to buy the depot building approximately 30 days to remove the building from its existing site.

JEC:jk
Enc.
cc: F. B. Klaboe
R. L. Schroeder
W. J. Hart
L. W. Rulien
J. L. Sollis
C. O. Fredrickson
Art Gottfreid

NOTED
R. L. SCHROEDER

RECEIVED
JAN 27 1976
Assistant State Highway Engineer

2336

30

Salem, Oregon
February 11, 1976

~~Frank E. Terpin~~
Acting Final Design Engineer

Art Gottfried
Resident Engineer

Center St. Bridge (Front Street
Off-Ramp) Section
Willamina-Salem Highway
Marion County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data s as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.00	172.16	.355645

The profile grades included in this tabulation are as follows:

905B	00	"C-SBF" Line, Centerline	Profiel Grade
	01	"C-SBF" Line, Centerline	Subgrade
	02	"C-SBF" Line, Centerline	Profile Grade
	03	"C-SBF" Line, Centerline	Subgrade

Attachment

RECEIVED
FEB 12 1976
ROAD
DESIGN
SECTION

Versteeg
Olson
Terpin
Scott
Swenson
Anderson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1336

RAILROAD COMPANIES
FILE No. 1-2

Adele Egan
Right of Way Branch

February 12, 1976

C. W. Head
Commission Services

File 48429

Attached are two copies of a fully executed agreement with Oregon Electric Railway Company for the relocation of the existing Burlington Northern Depot located on Front Street Offramp-Center Street Bridge Section of Willamina-Salem Highway in Marion County. (Exhibit not attached)

Please return the original along with the exhibit to this office for the Transportation Commission's files.

fkm
Atts.

CON 9-1-1
Salem
90

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 23, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1035
Application for Temporary and Permanent Relocation of Agency Services and Agent at Front Street to Laurel Avenue and Salem Industrial Drive, Salem, OR

Dear Mr. Astle

The State of Oregon, by and through its Department of Transportation Highway Division has no objection to the issuance of an order in accordance with the application filed in the above-entitled mattter.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Very truly yours

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
L. SOLLIS

Jack L. Sollis
Assistant Attorney General

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
FOR
D.R Sign Act File

JLS:clh
cc - F. B. Klaboe ✓
C. T. Keasey
J. E. Chidsey
C. O. Fredrickson
Oregon Electric Co.
City of Salem

NOTED
R. L. SCHROEDER

NOTED
MARIE STEPHENS

Order No. 76-107

Made, entered and effective February 11, 1976.

Charles Davis
CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

Order No. 76-107

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

TAF 166

In the matter of temporary and permanent relocation of the Oregon Electric Railway Company Agency, at Front Street, Salem, Oregon.	ORDER

On January 15, 1976, the Oregon Electric Railway Company petitioned the Public Utility Commissioner for authority to change the location of its agency now maintained at 155 Chemeketa Street N. E., in Salem, Oregon.

A temporary relocation to 2680 Laurel Avenue N. E., Salem, Oregon, is requested pending completion of a permanent new facility in the Salem Industrial Park adjacent to petitioner's main line and right-of-way on Lot 12, Salem Industrial Drive, Salem, Oregon. The proposed location changes are all within the corporate limits of the City of Salem, Oregon.

Petitioner states the move is necessitated by implementation of a central development plan and street plan sponsored by the Oregon State Highway Division and the City of Salem. Said plan is to include a multiple lane traffic corridor in downtown Salem and a new access to the Center Street bridge over the Willamette River, requiring the removal of petitioner's existing agency facilities.

Petitioner further states that relocation will not result in abandonment of the Salem agency nor the withdrawal of agency personnel.

The relief sought in this proceeding involves the movement of an agency from one point to another within the same city and, pursuant to ORS 756.390, such move may be accomplished without the need to hold a formal hearing.

Based upon the petition, the files and investigation of the Commissioner, it is found that the petition should be granted without a hearing; it is therefore

ORDERED that:

Pursuant to ORS 756.390, the petition to move the Oregon Electric Railway Company agency on Chemeketa Street to a temporary location at 2680 Laurel Avenue N. E. and then to permanent location at Salem Industrial Park as hereinbefore described is granted.

8336

13

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 19, 1976

RECEIVED
STATE HWY ENGR
FEB 20 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 1035 TAF 166

Dear Mr. Klaboe

Enclosed is a copy of Order No. 76-107 issued by the Public Utility Commissioner on February 11, 1976, relative to the above subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc - C. R. Burghart
E. S. Hunter
Walter J. Hart
C. T. Keasey
D. H. Moehring
C. O. Fredrickson
J. E. Chidsey
F. T. Lacey

RECEIVED
FEB 20 1976
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8336

ROW 18-2 1

bc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
W. J. Hart
J. L. Sollis 5
J. B. Boyd
C. O. Fredrickson

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 23, 1976

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97209

Attn: Kenny King

Mobile Unit Permit
Center St. Br. (Front St. Off-
Ramp) Section
Willamina-Sheridan Highway
Marion County
R/W File: 48429, 48568

Dear Sir:

Enclosed is the fully executed Temporary Permit for use of Mobile Unit issued by the City of Salem, Department of Public Works, covering the installation of your mobile depot to be placed upon your property on Laurel Ave. N.E. in the City of Salem. This permit expires at midnight February 19, 1977.

With the issuance of this permit by the City of Salem, Burlington Northern is now in a position to locate and connect up your mobile unit to utilize as your temporary freight station agency until such time as your new depot facility is constructed in the Salem Industrial Park. If there is any further assistance I can give you in this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
STATE HWY ENGR
FEB 23 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

JEC:jk
Enc.

cc: BN - Seattle
BN - St. Paul

8326.

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
COMMUNITY DEVELOPMENT
URBAN RENEWAL DIVISION
Telephone [illegible]

April 2, 1976

J.E. Chidsey, Railroad and Utility Engineer
Oregon State Highway Division
314 State Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Chidsey:

SUBJECT: FRONT STREET-BURLINGTON NORTHERN DEPOT

This will confirm your conversation on April 2nd with Larry Glassock, Real Estate Supervisor, wherein he informed you that the developer for this project has withdrawn his offer.

It is therefore recommended that the depot building be demolished together with the other site improvements by your demolition contractor.

Sincerely yours,

for Ramon E. [illegible]
Jeanne Giordano
Renewal Administrator

JG:ah

cc: Jim Walker
Larry Glassock
Doug Van Dyke
Bob Briscoe
E. S. Hunter
XC: J. B. Boyd
J. L. Souis

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHROEDER

NOTED
J. E. CHIDSEY

RECEIVED
APR 7 1976
Office of
Assistant State Highway Engineer

--AN EQUAL OPPORTUNITY EMPLOYER--

CITY
OF SALEM,
OREGON
[illegible]
Zip Code [illegible]
[illegible]
[illegible]

FILE 48429

April 2, 1976

J.E. Chidsey, Railroad and Utility Engineer
Oregon State Highway Division
314 State Highway Building
Salem, OR 97310

Dear Mr. Chidsey:

SUBJECT: FRONT STREET-BURLINGTON NORTHERN DEPOT

This will confirm your conversation on April 2nd with Larry Glassock, Real Estate Supervisor, wherein he informed you that the developer for this project has withdrawn his offer.

It is therefore recommended that the depot building be demolished together with the other site improvements by your demolition contractor.

Sincerely yours,

Jeanne Giordano
Renewal Administrator

JG:ah

cc: Jim Walker
Larry Glassock
Doug Van Dyke
Bob Briscoe
E. S. Hunter
xc J.B. Boyd
J.L. Souis

RIGHT OF WAY SECTION
RECEIVED
APR 5 1976

NOTED
J. E. CHIDSEY

--AN EQUAL OPPORTUNITY EMPLOYER--

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 6, 1976

TO MEMO TO FILE

FROM J. B. Boyd
Right Of Way Engineer

SUBJECT Burlington Northern File
File No. 48429
Center Street Bridge Ramps

Information came to my attention that the proposed mover of the Burlington Northern Railroad Depot had indicated to the city he was no longer able to consider the moving of the depot and the construction of the restaurant. This has left the Highway Division with a deadline of May 1 in order to avoid interference with the contract of the Center Street bridge ramps.

The question of 'What to do' was one I believe required some immediate action. I have contacted Mr. E. S. Ritter of E. S. Ritter Company and requested he meet me at the depot building. I met with Mr. Ritter in the company of Mr. Neil Flanagan and Mr. Rod Henry. We showed Mr. Ritter the problem and he gave us an estimate of $2,200 to demolish the building. He would salvage what minor things he could from this building and take the building structure down to foundation level. After Mr. Ritter had given us the figure, Rod Henry, Neil Flanagan and myself reviewed our options and it appeared that there were two; one, have Mr. Ritter do the work for the figure quoted; two, determine if the contractor was interested in removing it for some figure less than this. The issue was discussed with Mr. Chuck Fredrickson and it was decided that it was in the State's interest not to confuse the contract and have Mr. Ritter remove the building for the price quoted. This was also discussed with Mr. E. S. Hunter and he decided this was a prudent course of action to follow. A contract will be written, not including a performance bond to Mr. Ritter, and we will give him the go ahead. Mr. Klaboe will be required to sign the contract under the present delegation of authority.

JBB:ha
cc E. S. Hunter
R. L. Schroeder /w/ att.
Chuck Fredrickson
Rod Henry
Jim Chidsey

NOTED
R. L. SCHROEDER

RECEIVED
APR 7 1976
Office of
Assistant State Highway Engineer

8336

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 19, 1976

TO MEMO TO THE FILE

E S Hunter

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Pringle Creek Parkway - Front Street Bypass Steering Committee Meeting

The Pringle Creek Parkway Committee discussed the Front Street Bypass Interim Project today as follows:

1. I indicated that the Interim Plan suggested by the City of rounding the corner at Front and Trade Streets in the Boise Cascade complex would not be satisfactory to the Highway Division. I suggested that we strongly recommended the ultimate plan be developed before edesignation.

   The City countered by suggesting that something better than their Interim Plan might be developed and that they would investigate this and be responding to us. They are, however, in concurrence that the ultimate plan should be built at this time if there is enough money available. A review of the estimates and a complete financial status will be developed before the next meeting of the Committee.

2. No decision was made regarding the State's request for an overlay on Liberty Street and the City's request for an overlay on Capitol Street.

Finalizing the redesignation agreement cannot be accomplished until the matter of the Front-Trade-Commercial connection is settled through the Boise Cascade complex.

ESH:ja

cc F. B. Klaboe
H. S. Coulter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
C. O. Fredrickson

8331-

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
June 22, 1976
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 23 '76
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

FILE:

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Oregon 99E Redesignation
Front Street Bypass
City of Salem

TO: James E. Chidsey
RAILROAD & UTILITIES ENGINEER

Donald A. Still's letter of June 17, 1976, to Mr. Edward A. Siegerson, City Engineer, City of Salem, was referred by you to this office asking if we had any comments on the railroad crossings involved in the 99E redesignation. As you may know, this redesignation has been the subject of a considerable amount of correspondence between this office and the Design and Project Management Offices in the Main Highway Building. In our first review of the route, the existence of these railroad crossings was pointed out in a letter to Adrian Olson dated October 20, 1975, and drop gates were requested at the two railroad crossings on Commercial and Liberty Streets.

The construction of railroad crossing drop gates was mentioned in the first draft agreement for this redesignation and discussed briefly in our letter to E. S. Hunter, dated January 26, 1976, and containing our comments on this first draft agreement. Drop gates at these three locations were also mentioned in subsequent agreements, but were omitted from the agreement which this office reviewed and returned to L. W. Rulien's office with our letter of February 18, 1976. Richard Kuehn, District Engineer for District 3, commented on this omission in his letter to this office of May 3, 1976.

The last draft agreement, which was reviewed by this office, was returned to George N. Hopkins, Project Development Engineer, with our letter of May 25, 1976. This agreement makes no mention of railroad drop gates at the three locations mentioned in Mr. Still's letter.

It was pointed out, however, in our last correspondence on the subject of this redesignation that the existing route for 99E involves no railroad grade crossings and that several would be involved on the redesignated route. Our latest review of the proposed Front Street development shows a loop on the railroad track providing for railroad access to the Willamette River Bridge. This involves two crossings with the railroad on Front Street which will be the redesignated route of Highway 99E. One proposal also involves the crossing of the spur track in the vicinity of Boise Cascade. The Region Office has objected to this crossing.

We are aware of the fact that a conflict will exist with these crossing gates. We do not necessarily feel that the redesignation will provide the public with as good a State Highway route as they presently have, but feel that the redesignated route is workable and that these and other matters will have to be clarified before highway traffic is placed on these particular city streets. Thank you for the opportunity to comment on this matter.

COF/elf/dea
cc: E. S. Hunter✓
G. N. Hopkins

the South Salem area. Currently, a fully accessible interchange does not exist in South Salem. It is suggested that the construction of this interchange, or at least an undercrossing, be constructed as part of the scheduled widening of the I-5 freeway in the Salem area. The interchange is included as part of the SATS Transportation Plan, and would cost about $1.2 million. Alternately, Interstate monies could be used to construct an undercrossing at this location. Federal Aid-Urban monies would be used subsequently to construct the ramps.

5. North River Road Left Turn Refuges - Currently handling some 19,000 average daily traffic, the addition of left turn refuges would significantly improve the operation of this four-lane arterial from Keizer to Salem's downtown. Construction cost: $175,000.

6. Chemawa Interchange - I-305 - Although the construction of I-305 does not appear on the 6-year construction schedule, further work on the interchange is recommended.

7. Center Street Overpass - The current two-lane facility is scheduled to be widened to 4-5 lanes between now and 1982 using Federal Aid Urban monies. In order for this facility to operate properly, a widening of the existing overpass will be necessary. Construction cost: $700,000.

These projects represent the most critical elements of the planned transportation system that are under the state funding systems. We understand that the state is now developing projects on Mission Street and Portland Road, and recognize that the Transportation Commission may have made commitments to other areas for primary funding With this in mind, many of the projects that we have recommended are suggested for funding in the early eighty period. This list of projects has been reviewed by the City of Salem and Marion County, and as I understand it, both jurisdictions support these recommendations. In any event, separate letters should be forthcoming from Salem and Marion County concerning these recommendations.

Very truly yours,

Sharon Fatland

Sharon Fatland, Chairman
SATS Coordinating Committee

PHELPS/cah

SATS

SALEM AREA TRANSPORTATION STUDY

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503) 588 6250

COORDINATING COMMITTEE

June 1, 1976

State Transportation Commission
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Gentlemen:

The Salem Area Transportation Study would like the Transportation Commission to consider the following projects for inclusion in the Primary and Interstate funding categories of the Six Year Highway Improvement Program. The following cost estimates should be considered to be preliminary.

1. Marion Street Bridge Ramp - Construction cost: $1 Million

   If monies from the construction of the Center Street Bridge are still available for use within District III, the difference between the total cost of the project and the remaining bond monies might be supplied from local Federal Aid Urban System allocations. The Front Street Bypass project, of which the Marion Street ramps were included, was to have received some $6 million from the sale of the $150 million of bonds authorized by the State. Since these monies will not be available because of the Commission's decision on this issue, Front Street can be considered as an underfunded project. It was identified as the tri-county area's Number 1 priority and the combined use of FAU and bond monies would be a way to construct at least part of the Front Street project.

2. Marion Street Bridge (Expansion) - In anticipation of the need to expand this structure in the middle eighties, it is suggested that preliminary engineering monies be scheduled in the 1981-2 period.

3. South Commercial Street Reversible Lane - South Commercial Street operates as the only major arterial between South Salem and the downtown. Because of the absence of adequate alternate routes and the expected rapid population growth in South Salem, this project is among the area's most critical transportation needs. Planned as a reversible lane, this facility can be constructed in three phases, the most critical being the Superior to Vista section. Construction costs: Superior-Vista: $1.1 million, 12th Street intersection: $200,000, Browning-Barnes: $1.76 million.

4. Kubler Boulevard Interchange - This planned interchange is critical to the development of two major roads that are now under construction and the growth of

Ms. Sharon Fatland
Page two
July 2, 1976

facility. It appears unwise to undertake any futher work in connection with an interchange between I-5 and I-305 until the future of I-305 itself is determined.

We believe that there is a very large inbalance in the federal funds allocated to the different highway systems. It is our belief that the Interstate system is overfunded and the Primary system underfunded. As a consequence we are unable to be either as optimistic or responsive to the needs on the state Primary and Secondary system as we would like. In addition we at the present time do not have adequate state funds to match the federal funds that are available. As you know the last legislative session recognized this problem and made provision for some increase. However, the increase has been referred to a vote of the people in November. In the meantime we are, of course, unsure as to just how much money we will have to work with.

Thank you again for your information.

Very truly yours,

H. S. Coulter
State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
L. W. Rulien
C. O. Fredrickson

LWR:ljt dpy

8336

July 2, 1976

Ms. Sharon Fatland, Chairman
SATS Coordinating Committee
Salem Area Transportation Study
220 High Street N.E.
Salem, OR 97301

Dear Ms. Fatland:

Thank you for your June 1 letter outlining priorities and concerns for highway improvement in the Salem area. There are only sufficient State bond funds remaining for expenditure in District 3 to fulfill our existing commitments for a share of the Front Street right-of-way being purchased in the area of the Center Street bridge ramp and the second phase construction of the Center Street bridge ramp which is to be undertaken as soon as the railroad and the right-of-way area are clear.

We are investigating the possibility of doing a project on South Commercial Street at the 12th Street intersection with federal Title II safety funds. We hope that we will be successful and this will at least be a start.

Your suggestion for an interchange on Interstate 5 to Kubler Boulevard and a widening of the Center Street overpass on I-5 are both dependent on the Federal Highway Administration and the extent to which the freeway can be modified with Interstate funds. We will investigate the possibility of both of the projects. However, you should be aware that the projects in our program for this particular section of I-5 do not involve an expansion of the facility but rather a resurfacing of the existing four lanes and the addition of certain safety improvements. It is doubtful that any major modifications or additions can be included.

North River Road is not on the state system. It is on the urban system and it would be up to the City to initiate improvement. Questions have been raised by local officials as to whether or not I-305 should be constructed or withdrawn as an Interstate

1336

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 7, 1976

U.S. National Bank
1940 Fairgrounds Rd. NE
Salem, Oregon 97303

RE: RDM Constructors & Freedom Bridge
Contract 8336

We have received your Safekeeping Receipt 144949, covering Certificate of Deposit 13-025578 in the amount of $20,000, to be used in lieu of retainage on our Contract 8336 with RDM Constructors & Freedom Bridge.

Thank you for the changing the safekeeping receipt as we requested.

Vernon E. Skoog
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: RDM Constructors & Freedom Bridge

bc: C.W. Head
Robert Church
Charles Barrett

NOTED
C. W. HEAD

30

Salem, Oregon
August 3, 1976

Duane O. Christensen
Final Design Engineer

Art Gottfried
Resident Engineer

Sign Shop Drawings
Center Street Bridge Section
Willamina-Salem Highway
Marion County
Contract No. 8336

Enclosed find five sets of approved shop drawings for Type "A" signs on the above named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and three sets sent to Pacemaker Industries for fabrication of the signs.

We have repeatedly informed Pacemaker Industries that they should submit shop drawings to the Resident Engineer for forwarding unless he has given specific permission otherwise. You might again inform them of the proper procedure.

WGB:az
attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

motorist are aware it is temporarily out of order.

This can cause a dangerous situation at the bottom of the bridge.

Thank you for the consideration you give to this matter.

Kathy Pomeroy
5125 S.W. Scholls Fy Rd #106
Portland, Oregon
97225

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
Region [illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
DOT OPERATIONS
AUG 23 '76
REFER TO
Coulter
FOR
Info	Inves	R/D	D/R	Sign	Act	File
			✓			

24-0501

August 19, 1976

Dear Sirs:

Re: Center St. Bridge in Salem.

I would like to ask your cooperation in a traffic problem. Apparently work is being done on that bridge and the 'prepare to stop' sign is not working.

Many drivers, including myself, depend on that sign for advise of a green or red light at the end of the bridge (Intersection of Center & Comm'l St.)

I ask that if the light is not working that a board or drape of some sort be placed over the light so

83316

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

Kathy Pomeroy
5125 SW Scholls Fy. Rd. #106
Portland, Oregon 97225

Dear Ms. Pomeroy:

Thank you for your letter of August 19, 1976, regarding the prepare to stop sign on the Center Street Bridge. Apparently this sign was damaged during the contractor's operation and was repaired as soon as this damage was noted.

Our District Engineer in charge of maintenance in this area checked into the condition of the sign as soon as we received your letter. It was functioning properly at that time and no malfunctions have been reported since. Our maintenance crews attempt to keep these signs in good repair since we realize that their proper operation is a definite safety factor to the traveling public.

Thank you again for your letter and for your interest in the conditions of our highway system.

Very truly yours,

C. O. Fredrickson
REGION II ENGINEER

COF/elf

cc: H. S. Coulter w/attach.
Rick Kuehn

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
AUG 31 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

503/399-9776

RAMSAY & STEIN
ATTORNEYS AT LAW
445 MEYERS STREET S.E.
SALEM, OREGON 97302

October 5, 1976

FREEDOM BRIDGE
850 Upper Ben Lomond Drive, S.E.
Salem, Oregon

Re: Materialman's Notice To General Contractor
Center Street Bridge Ramp/Contract: 8336

Gentlemen:

This office represents the Eoff Electric Company, Inc., and one of our jobs is to make sure that the proper notices are given to all parties whenever our client supplies materials to a public works project, such as the one named above.

In order for our client to preserve its right to claim against the bond, the State Law requires that our client advise you, as the general contractor, that it is supplying materials to your project prior to said project's completion. Therefore, please be informed that (1) our client has commenced supplying materials to Langwell Electric, 6048 Aspen Way, N.E., Salem, Oregon for use in the above-named project; and (2) that our client reserves its right to claim against the project bond if it is in fact not so paid for said materials.

We trust that this notice will not be construed as any adverse reflection upon either your organization or that of Langwell Electric. We are sure that you will recognize that it is simply good business practice and sound legal advice for us to preserve our client's right of claim.

Thank You.

Sincerely,

RAMSAY & STEIN

Raymond M. Ramsay

Raymond M. Ramsay

cc: State of Oregon – Highway Department

Certified Mail No. 506464

RECEIVED
OCT 6 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8331

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

November 15, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Mangement Services

BUILDING

SUBJECT: ODOT Agreement No. RR 851
Service Contract No. 76-027
Crossing No. CM-719.52-C
Center St. Brd. (Front St. Off-Ramp) Section
Willamina-Salem Highway
Marion County
Contract No. 8336

RAILROAD COMPANIES FILE No. 851

Enclosed is the State's fully executed counterpart of the Service Contract with Southern Pacific Trans. Co. calling for the installation of grade crossing protection devices at Crossing No. CM-719.52-C, Chemeketa St., Salem. This Agreement covers the installation of grade crossing protection devices necessary by the construction of the Center St. Off-Ramp onto Front St. and is part of the Center St. Bridge (Front St. Off-Ramp) Section of the Willamina-Salem Highway, Contract No. 8336. This Agreement was executed by the Southern Pacific Trans. Co. and 100% of the funds are to be provided by the State for this work utilizing State Bond Funds. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the installation of these devices and approval of the final bill. The Accounting Section will be responsible for the auditing of the final bill. Section Heads should fully review the Agreement to fully understand their responsibilities under this Agreement.

JEC:jr
Enc.

cc: R. L. Schroeder
C. T. Keasey w/copy agmt.
J. B. Boyd w/copy agmt.
J. L. Sollis
L. W. Rulien
V. E. Skoog w/copy agmt.
D. E. Swan w/ copy agmt.
C. O. Fredrickson w/copy agmt.
Art Gottfried w/copy agmt. NOTE: Please prepare the necessary State Force Order covering this work.

11/17
noted in
agree. book

NOTED
C. W. HEAD

30

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 18, 1977

FILE: S.C. 8336

FROM: John C. Jenkins
Engineer of Materials
By J E Wilson
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Asphalt Concrete Surfacing, Center St. Bridge (Front St. Off-Ramp) Cont. 8336

TO: G. Wimer
Regional Construction Engr.

As we agreed this morning during our conversation with Gordon Beecroft, the use of Class "B" or "C" mix rather than "E" mix for surfacing on the approach to the Center St. Bridge (Front St. Off-Ramp) is acceptable. Research reports show that for slow speed traffic, like that on the off-ramp, skid resistance of a dense graded pavement is equal to or better than that for an open graded surfacing.

The Federal Highway Pavement Design Branch report on open graded mixes show that the speed gradient for skid number is 55 @ 30 MPH and 37 @ 50 MPH for dense graded pavements and 48 @ 30 MPH and 44 @ 50 MPH for open graded. This indicates that at speeds of less than 37 MPH the dense graded mix has better skid resistance.

Another report prepared by the Louisiana Department of Highways show skid numbers of 52 at 20 MPH speed for both dense graded hot mix pavements and a gravel plant mix seal which is like our open graded friction course. Skid numbers at 60 MPH are 42 for the open graded and 33 for the dense graded pavements.

Skid tests made on our pavements by the Research Section during the past year show an average SN at 40 MPH of 54.8 for "C" mix, 56.1 for "B" mix and 58.4 for "E" mix. With the high level skid numbers for our pavements and the SN speed gradients reported, it appears that satisfactory skid resistance for the off-ramp will be obtained with the use of our current Class "C" or "B" mix paving.

cc: C. T. Keasey
R. W. Ellison
J. H. Versteeg
Gordon Beecroft
Art Gottfried

REFERRED TO

	Beard		Reed
1	Cole WEC	4	Sample [illegible]
2	Eriksen FE	3	Watson [illegible]
	Heger		Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Doc
2 [illegible]

RECEIVED
JAN 20 [illegible]
ROAD DESIGN SECTION

Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
January 18, 1977

FILE: CON 5
24-0504

Art Gottfried
FROM: Art Gottfried
Resident Engineer

TO: Memo To The File

SUBJECT: Progress Report
Center Street Bridge (Off Ramp)
Willamina-Salem Highway
Marion County
Contract No. 8336

The contract for Center Street Bridge (Off Ramp) was awarded March 1, 1976 and the Calendar Day Count started March 26, 1976. Since there are 400 Calendar Days to complete the job, the Specified Completion Date is April 30, 1977.

The contractor has worked steadily with a small crew and has kept ahead of schedule. The estimated completion date is March 1, 1977.

By the end of this week all the concrete will be poured and the job will be complete except for the following:

1. Finishing concrete (Estimated completion date March 1, 1977).
2. Signing (Estimated completion date Feb. 15, 1977).
3. Illumination (Estimated completion date Feb. 15, 1977).
4. Class "E" Asphalt Concrete (One day to complete but requires 40° weather).
5. Perminant Pavement Striping (One day to complete after AC is in place).
6. Painting Final Coat On Steel Beam (One day to complete dependent on the weather).

The work progress seems to have slowed down in recent weeks, but this is due to the type of work they are doing. Finishing concrete and pouring GM rail is a long slow process. Also, the job was shut down for a week because of freezing weather.

AAG/rf

cc: File

Form 81-734-3030

RECEIVED
[illegible]
Bond
Jackmond
Harwood
JAN 18 1977
Glenn
Berg
CONSTRUCTION SECTION

FILE: 24-0501

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 18, 1977

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Status Report
Eastbound Ramp
Center Street Bridge
Willamina-Salem Highway
Contract 8336

Attached is a January 18, 1977 progress report from Resident Engineer Art Gottfried. In supplement, the following is offered:

1. The project is ahead of schedule. The estimated time limit is April 30, 1977.
2. Recent weather has not been conducive to expedited work. For this reason, there has been but a small crew on the project and at times, concrete pours had to be delayed because of weather.
3. There are three critical items remaining on the project: sign footing, railroad crossing, and the "E" mix asphaltic concrete paving. It will take about two weeks for the first two of these items. The paving requires 60°F weather. This office recommends a Force Account Order to ramp the existing paving at the bridge end and at the railroad crossing. This will allow opening between February 15, 1977 and March 1, 1977. When all other work has been completed except the "E" mix asphaltic concrete paving, a Suspension of Work Order could be issued and this "E" mix be placed in more desirable early summer weather. This will necessitate closing the ramp for one day at that time.

P.S. Since writing the above, some new skid information regarding the differences between "E" and "C" mixes has come to the attention of this office. This is being checked. If true, and we can use "C" mix, it would take no longer than the specified "E" mix and would not necessitate later closing for this final lift. Temporary pavement ramps would also be eliminated.

GWW/dea
Atach.
cc: Art Gottfried

I note the contract time count started March 26, 1976. The contractor started work March 23. As stated by the Resident Engineer and confirmed by my own review of the Weekly Reports, the contractor has worked steadily since with a small crew, which averaged about 10 people through the last half of 1976. Attached are copies of the last 5 Weekly Reports. There was no activity on 4 week days with cold weather (plus the days before the 2 holidays).

I further note there were 11 bidders on the project and the low bid was 29.4 per cent under the State's estimate. The low bidder was a joint venture of two newer and smaller Salem based firms, RDM Constructors and Freedom Bridge. It is logical that a very adequate contract time was a factor in this good bidding pattern.

JAB:fr

Att.

8336.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 19, 1977

FILE: CON 5 #8336

RECEIVED
STATE HWY ENGR
JAN 19'77
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Estimated Completion
Center Street Off-Ramp
Contract No. 8336

TO: E. S. Hunter
Deputy State Highway Engineer

cc sent K Palme
1-19-77

Herewith reports from the Resident Engineer and Region 2 showing an estimated traffic opening between February 15 and March 1.

The last concrete is to be poured this week.

Signing and illumination estimated to complete by mid-February.

It can then be opened with some temporary paving, or if the "E" mix (which requires warmer temperatures) is changed to conventional A.C., paving could be completed by the end of February in its final configuration. If we stick with the "E" mix, an estimated one-day closure would be required in better weather in the spring.

The 400 calendar days allowed will expire about April 30. This time was arrived at in a discussion I had with the Spec. writers on November 12, 1975. At that time, the outlook was for a possible December 18, 1975 bid opening, or more likely for the January 1976 bid opening. Actually there was a further delay and the bid opening was February 26, 1976. The time was not reviewed when this additional one month delay was encountered and in hindsight, if it had been, I don't think we would have changed it more than 25 days. My notes indicate the following items were considered in setting the 400 day time:

Bridge Design recommended at least 10 months (300 days) for the structure work alone and this was on the basis of no right of way exclusion, or other limitations such as from traffic. I noted there was a right of way exclusion applying to railroad property until April 1, 1976. This put a constraint on activity for at least the first 60 days contract time that was then expected to be counted. There were five utility conflicts. Further, there was a limitation on closures of lanes on the existing structure with none allowed between Thanksgiving and New Years, and any complete closures had to be between 9 P.M. and 6 A.M. (this was subsequently changed to 1 A.M. to 6 A.M.). Because of the above limitations, I figured we should have 2 to 3 months cushion above the 300 days. On the original schedule, this would have ended in the 76-77 winter. With A.C. paving, particularly "E" mix, even though it is a small quantity, expected to be about the last work performed I went to the 400 days trying to get to early March which would be about the earliest that we could count on a little paving weather. With the delay in bid opening, of course, we moved closer to the right of way exclusion date of April 1, so that factor was of less significance and a month could have been taken out of the time and still had a March ending.

83[illegible]

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 29, 1977

U.S. National Bank
North Salem Branch
1940 Fairgrounds Rd. NE
Salem, OR 97303

Re: RDM Constructors & Freedom Bridge
Contract 8336

TCD #13-025578 in the amount of $20,000 on safekeeping receipt #144949 is hereby released.

Retainage on this project has been reduced to $1,000 and that amount has been retained from the contractors pay estimate.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: RDM Constructors & Freedom Bridge

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No Activity.
MONDAY 30	No Activity.
TUESDAY 31	No Activity.
WEDNESDAY 1	Completed painting final X coat on inside of GM rail. Job complete.
THURSDAY 2	No Activity.
FRIDAY 3	No Activity.
SATURDAY 4	No Activity.

REMARKS

Job complete last report.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8336

V

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Center St. Bridge (Off Ramp)

WEEK ENDING: June 4, 1977

SECTION PREFIX: 24-0501

HIGHWAY: Willamina-Salem

COUNTY: Marion

KIND OF WORK: Grading, Paving, Structure, Illumination

NAME OF JOB: Center Street Bridge (Off Ramp)

FEDERAL AID PROJECT NUMBER: (State)

CONTRACTOR: RDM Construction & Freedom Bridge

CONTRACT NUMBER: 8336

ESTIMATED COMPLETION DATE: June 1, 1977

DATE OF CONTRACT: March 1, 1976

DATE WORK STARTED: March 23, 1976

WORK DAYS USED:

SPECIFIED WORK DAYS:

CALENDAR DAYS USED: 398

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 1 SUPERVISION: 1

SPECIFIED CALENDAR DAYS: 400

PERCENT OF TIME ELAPSED: 99.5

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $500,730.94

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $39,705.54

EXCLUSIVE OF ENGINEERING: $461,025.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $461,025.40

ENGINEERING COST TO DATE: $75147.17

DATE PROJECT WAS COMPLETED: June 1, 1977

PERCENT OF AUTHORIZATION: 189 %

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06				0.06
MILES PARTIALLY COMPLETED	0.06				0.06
MILES COMPLETED	0.06				0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	130 cy				332 tons
TOTAL QUANTITIES CORRECTED TO DATE	141 cy				258 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	141 cy				258 tons
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Completed				Completed
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	123 G						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Clear Warm	395		
MONDAY 30	Rain	396		
TUESDAY 31	Rain	397		
WEDNESDAY 1	Ptly Cldy Cool	398		Job Completed Last Report
THURSDAY 2	Ptly Cldy Warm			
FRIDAY 3	Cldy Showers			
SATURDAY 4				

8336

8

February 27, 1978

U. S. Fidelity and Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On February 17, 1978, we wrote to you concerning release of final payment on Contract No. 8336 awarded to RDM Constructors and Freedom Bridge for work on the Center Street Bridge (Front Street Offramp) of the Willamina-Salem Highway in Marion County.

Final payment on this contract is $1,000 and the total contract amount is $396,795.61. No work was performed under force account.

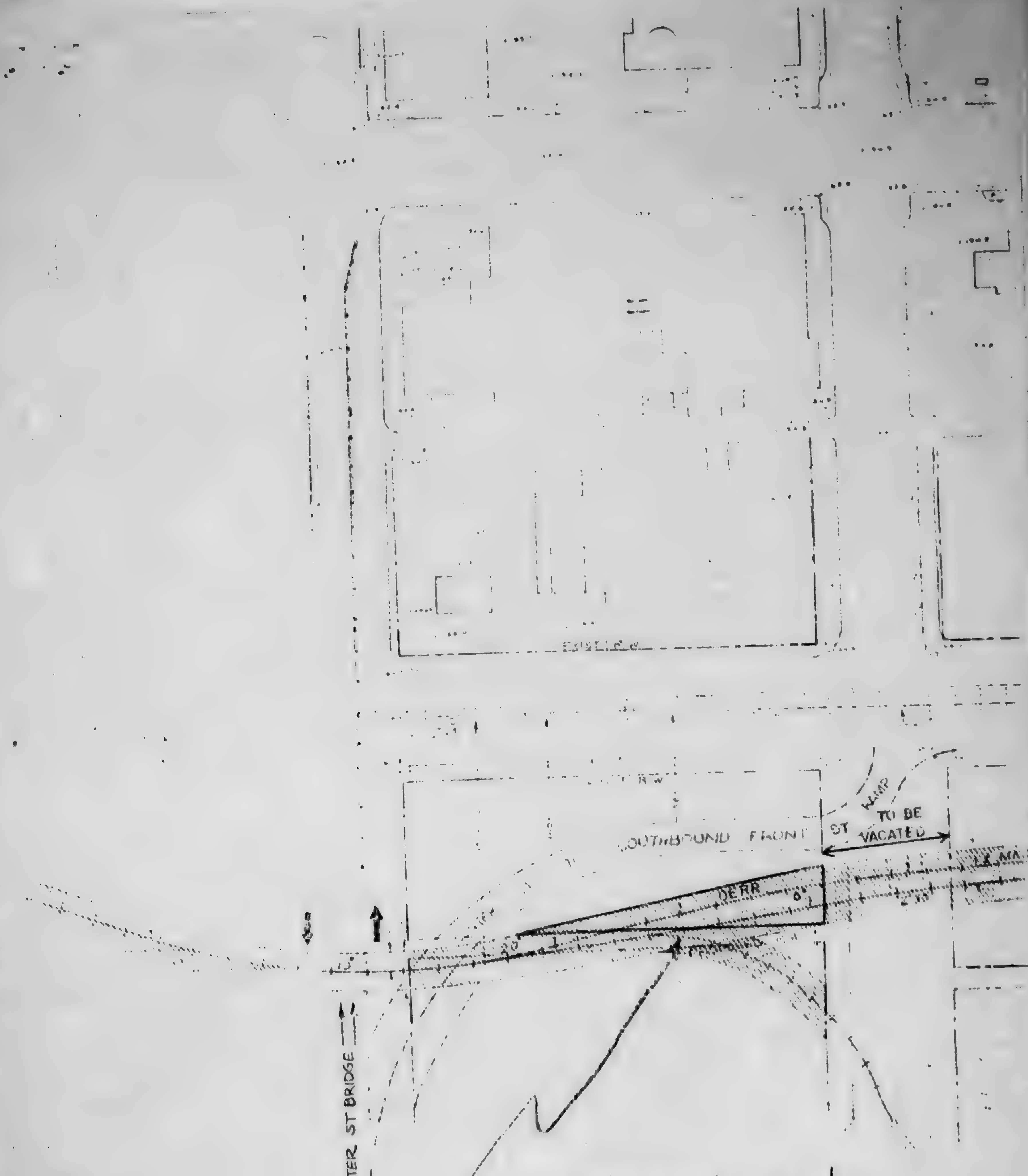
Very truly yours,

C. W. Head
COMMISSION SERVICES

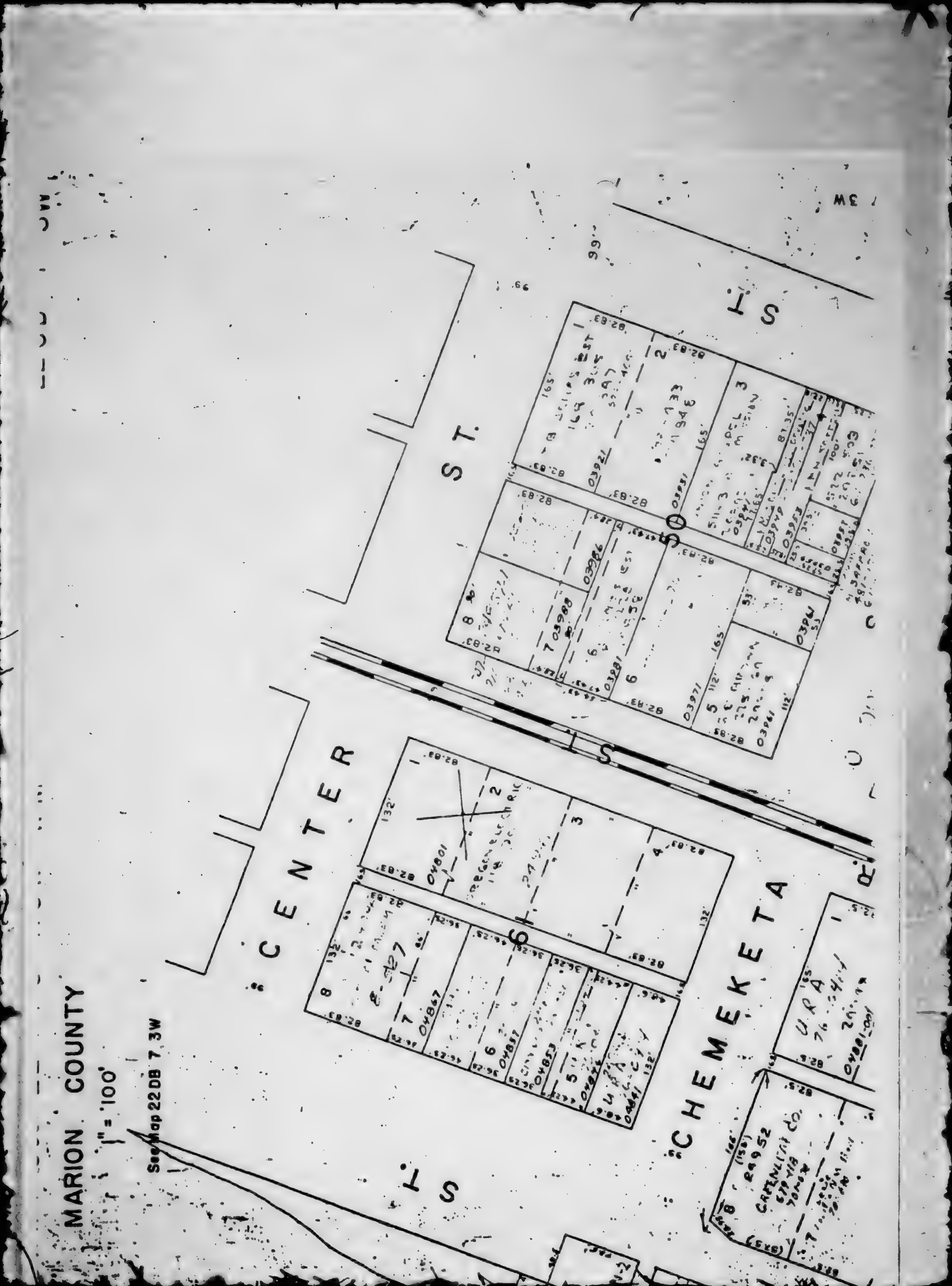
fkm

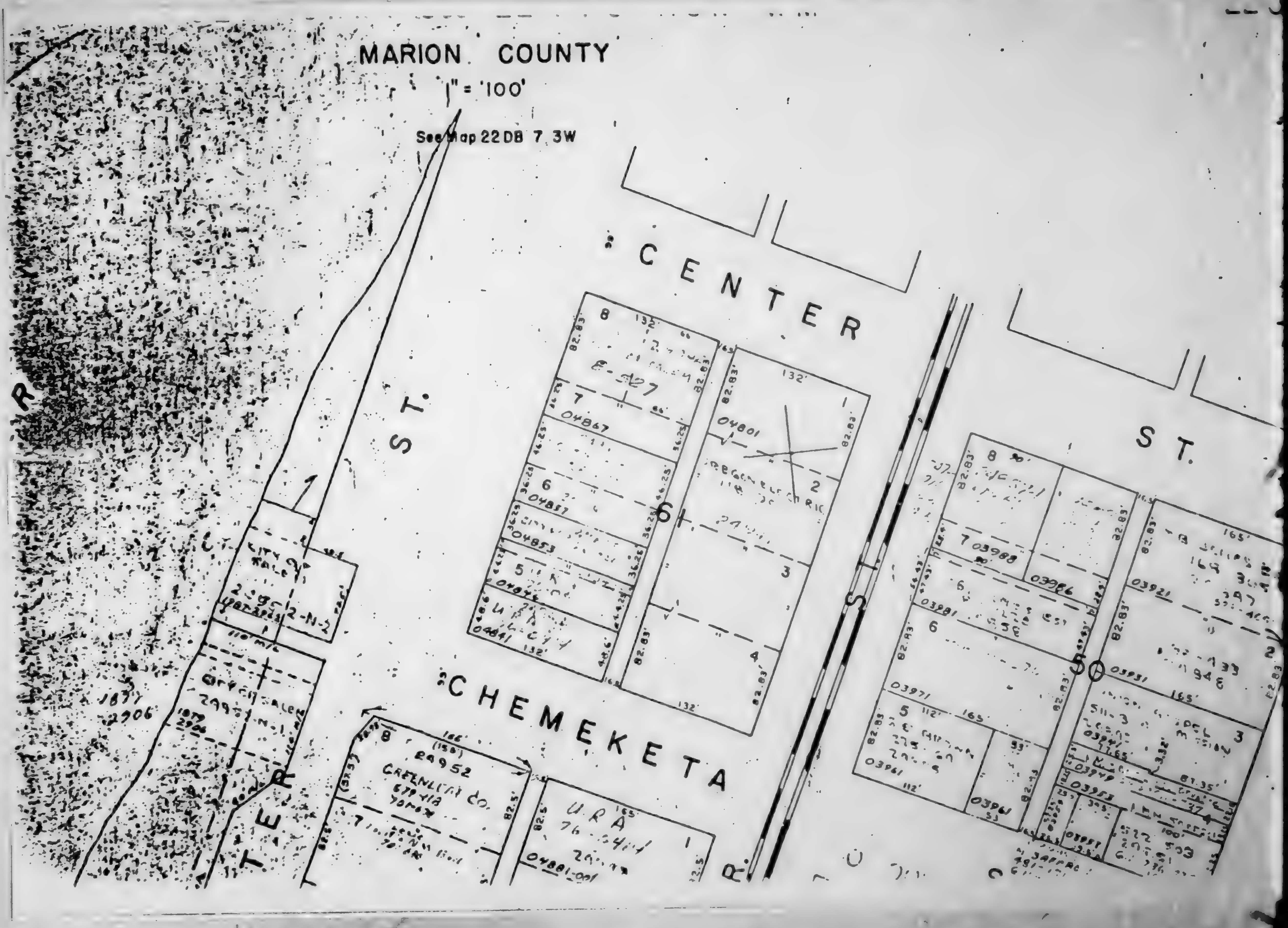
cc RDM Constructors & Freedom Bridge
P.O. Box 3258
Salem, OR 97302

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson


R/W
SOUTHBOUND FRONT ST
RAMP
TO BE VACATED
DERR
CENTER ST BRIDGE

Property City wants us to
deed to Railroad


MARION COUNTY
1" = 100'
See Map 22DB 7 3W
CENTER ST.
CHEMEKETA ST.
ST.
3W
50
61
URA
CREENLUM CO.
24952
82.83
165'
132'


MARION COUNTY
1" = '100'
See Map 22DB 7 3W
CENTER ST.
CHEMEKETA ST.
ST.
61
50
R
TER
R
04801
04867
04857
04853
04841
132'
82.83'
03988
03986
03981
03971
03961
03921
03931
165'
112'
24952
GREENLEAF CO.
U.R.A.
04881-001
CITY OF SALEM
2-N-2
1877
2906

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

May 15, 1979

Mr. Roger Trygstad, Railroad and
Utilities Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Trygstad:

SUBJECT: CENTER STREET BRIDGE (FRONT STREET OFF-RAMP)
O.S.H.D. CONTRACT 8336
RIGHT-OF-WAY

Jim Chidsey, former Railroad and Utilities Engineer, negotiated the relocation of the Burlington Northern Depot from Front Street to north Salem for the above bridge ramp contract. The ramp was bid in February 1976 and completed in February 1978.

In the process of updating our land ownership information along Front Street, we notice the east half of Block 61, Salem (former B.N. Depot site) is still owned by Oregon Electric. (See attached portion of Marion County Tax Map, 22CD-75-3W.)

We are of the understanding that once Burlington Northern's new depot was completed in north Salem, the State would trade Burlington Northern a new depot and land for the old Front Street Depot and land. Has this process been completed yet? If not, what remains to be done and by whom? In what time frame?

We presume the State Highway Division had an agreement with Burlington Northern to enter upon the old depot property and construct the bridge ramp. If there is such an agreement, would it allow construction of the Front Street Bypass?

We need to complete whatever is necessary to put the east half of Block 61, Salem into State ownership. Then the State can convey the property to the City, which, in turn, will be deeding some of this parcel, along with other properties along Front Street, to Oregon Electric for their relocated railroad right-of-way.

Very truly yours,

Ralph W Lambert

Ralph W. Lambert, P.E. 588-6211
Project Engineer

RWL:bl
enc.

RECEIVED
MAY 18 1979
RR & UTILITY UNIT

cc: B.T. VanWormer, Asst. Dir. of Public Works
Don MacFadden, Chief Design Engineer
Larry Glassock, Real Estate Supervisor
Jim Walker, Development Supervisor
Duane Christenson, Final Design Engineer, ODOT
Phil Stearns, Region Federal Aid Engineer, O.S.H.D.

ROW 18-2

STATE OF OREGON
Railroad & Utilities
Highway Division
DEPT.

378-6511
TELEPHONE

INTEROFFICE MEMO

TO: E. S. Hunter, Manager
Technical Services

DATE: May 22, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Division Street-Trade Street Section (Salem)
Front Street

Attached is a May 15 letter from Ralph Lambert, Project Engineer for the City of Salem. In the last paragraph he indicates a need for the State to convey some property to the City which, in turn, will be deeding it to the Oregon Electric Railroad for railroad right-of-way.

I have discussed this with Bruce Boyd and our joint recommendation is that the Highway Division agree to deeding the right-of-way needed for railroad purposes.

Before responding to Mr. Lambert's letter, I would like your concurrence in this thought.

5-22-79
OK
ESH

RDT/seb
Attachment
cc: J. B. Boyd

XC: J. B. Boyd

STATE OF OREGON
1859

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-2

IN REPLY REFER TO
FILE NO

May 22, 1979

Mr. Ralph W. Lambert
Project Engineer
City of Salem
City Hall
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Lambert:

Your May 15 letter requested the status of the land exchange wherein the State traded Burlington Northern a new site and a new depot for the old Front Street depot and land. The Highway Division has recently given Burlington Northern the deed for the new depot site and the Railroad indicates that we will be receiving the deed for the old depot site in the very near future.

Your letter indicates that you expect the State to convey the property in the east half of Block 61 to the City which will, in turn, be deeding some of that parcel to the Oregon Electric for their relocated railroad right-of-way. The Highway Division would be willing to deed to the Railroad the triangular portion needed for Railroad right-of-way. We will retain the remainder of our holding. I would suggest you supply me with a description of the property required for the Railroad. I understand you may need a narrow strip of right-of-way along Front Street for the widening. If so, I will need a description of this also.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
bc: ✓E. S. Hunter
J. B. Boyd
Duane Christensen
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
MAY 22 '79
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Form 734-3123

C/A 5027 8-2-74
〃 〃 784 9-22-75
〃 〃 802 2-12-76
〃 〃 851 11-15-76

8336 Center St. Br. (Front St. 1976
Off Ramp) Sec. Willamina-Salem Hwy.
(Grade, pave, struc, sign, illum)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

August 21, 1975

space) of Idaho State Line	ADT	PRESENT 6,900	FUTURE 11,100	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042	ITEM NO. 837

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							I-	80-8	(31)	376	N

COUNTY NAME Malheur	CODE 045	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
, 1.3 mi. N. of State Line o Ave. Intchge. rio) Sect."	0.0	156,000	143,900	12,100		Landscaping consisting of furn. & placing topsoil, furn. & planting trees, shrubs & sod lawn, installation of an auto. irrigation system & incidental work common to this type of project. (Stage construction work.) ROW-250' min.; Access Control- Full; Parking restrictions- complete.
PROJECT TOTALS	0.0	156,000	143,900	12,100		

REMARKS

1. Additional Data: Item No. 784; Project No. I-80N-8(29)376
2. Data for PR-37: ROW-1; ROW-F; Sanitary Facility-N
3. This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1 (REV. 4-61)

August 21, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N, 1.3 mi. N. of Idaho State Line 21 65	ADT	PRESENT 6,900	FUTURE 11,100 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-8 7	

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Malheur			CODE 045 (14)
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. I	FEDERAL-AID I-80N	STATE 6 (32) (36)	U.S. (37) I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		I-80N, 1.3 mi. N. of Idaho State Line					
5					**ROW**							
5					**CONST** (CODE) Y003		"Idaho Ave. Intchge. (Ontario) Sect."	0.0	156,000	143,900	12,100	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	156,000	143,900	12,100	
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)		

REMARKS

1. Additional Data: Item No. 784; Project No. I-80N-8(29)376
2. Data for PR-37: ROW-1; ROW-F; Sanitary Facility-N
3. This project is in Congressional District No. 2.

8334

15

~~PRO 6-2~~

August 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-8(31)376

We are submitting data for one project, Item No. 837, Project No. I-80N-8(31)376, "Idaho Avenue Interchange (Ontario) Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is out present intention to receive bids for this project on September 25, 1975.

JG:ljt

Att.

18

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 9-3-75
BY (Signature): L. W. Rulien's August 21, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 837 THRU ____
ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
837	I-80N-8(31)376	0.0	156,000	143,900	Idaho Avenue Interchange (Ontario) Section. Malheur County - State of Oregon.	Landscaping

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO
Orig - Rulien
FOR
Info | Inves | R/D | D R | Sign | Act | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-3-75	C K Burghardt G. L. Green, Division Administrator

* Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

9-3-75

1334

8334

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 10, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-8(31)376
Idaho Avenue Interchange
Old Oregon Trail Highway
Roadside Improvement

RECEIVED
STATE HWY ENG
NOV 12 '75
REFER TO [illegible]
FOR

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

C w/ 9

Certain portions of the work under this project are not eligible for FAI funding because it involves construction in areas not disturbed by the recent safety and overlay project. To clarify any misunderstandings the following items of work are not eligible for FAI funding:

GKs discuss

NW QUADRANT

15 Pfitzer Chinese Juniper left of Idaho Avenue between Sta 36 and 37.

77 Pfitzer Chinese Juniper left of Idaho Avenue between Sta 32 and 34.

22 Katherine Dykes Bush Cinquefoil in the same location.

SW QUADRANT

220 Katherine Dykes Bush Cinquefoil and 215 Pfitzer Chinese Juniper right of the "B" line and Idaho Avenue.

27 shrubbery-sprinkler sprinkler heads, 6 popup nonrevolving sprinkler heads, 5 full-circle popup rotary type sprinklers, 15 part circle popup sprinklers all located in the area enclosed within the "B" line.

The new sprinkling system in the gore between the "D" line and the EB lanes.

NE QUADRANT

78 Katherine Dykes Bush Cinquefoil and 49 Pfitzer Chinese Juniper in the gore between the "C" and "C1" lines.

56 Golden Pfitzer Chinese Juniper and the shrub heads in the gore between the WB lanes and the "A" line.

SE QUADRANT

78 Katherine Dykes Bush Cinquefoil adjacent to Idaho Avenue.

for G. L. Green

8334

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
80N-8(31)376

STATE PROJECT NO.
See Below

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
I-837

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
Rulien

DATE PS&E APPROVED
2-4-76

DATE AUTHORIZATION EFFECTIVE
2-4-76

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Old Oregon Trail Highway Route 6

GENERAL LOCATION:
"Idaho Avenue Interchange (Ontario) Section"

GENERAL DESCRIPTION OF WORK:
Landscaping

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Install water meters $1,400
Furnishing water $1,900
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 9-3-75 approved this project for inclusion in the Federal-aid program

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-29-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $113,209 - Federal funds $104,469.

A signed copy of the Title Sheet is returned herewith.

DATE
2-4-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

IDAHO AVE. INTCHGE. (ONTARIO) SECTION
NONPARTICIPATING - STATE WORK

Furnish and Install Sprinkler Heads on Existing System	All Required	$ 500.00
Additional Plant Material		1,000.00

Oregon State Highway Division
Salem, Oregon, March 5, 1976

Federal-aid Project
No. I-80N-8(31)376

IDAHO AVE. INTCHGE. (ONTARIO) SECTION
OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 1286+55 to Sta. 1305+00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,500.00
Temporary Signs	316	sq.ft.	4.00	1,264.00
Flagmen	180	hour	10.00	1,800.00
Furnishing and Placing Topsoil	660	cu.yd.	5.50	3,630.00
Furnishing and Planting Trees	16	only	20.00	320.00
Furnishing and Planting Shrubs	1,682	only	5.00	8,410.00
Bark Mulch	45	unit	100.00	4,500.00
Sod Lawn	All	Required		14,003.00
Irrigation System	All	Required		41,397.00
	Subtotal			$ 77,824.00
Anticipated Items				
Install Water Meters (2)(S.F.)	All	Required		$ 1,400.00
Furnishing Water (S.F.)	All	Required		1,900.00
				$ 3,300.00
	Subtotal			$ 81,124.00
	Engineering			8,112.00
	Total			$ 89,236.00

Length of Project - - - - - - - - - - - 0.00 Mile

Federal Funds	$ 82,346.00
State Funds	6,890.00
Total	$ 89,236.00

Group 1	100%
Contract No.	8335
Prefix No.	623-1044

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8335

STATE CO[illegible]Y

15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
4-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3-11-76

State Oregon
County Malheur
Project No. I-80N-8(31)376

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 1.3 mi. N. of Idaho State Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-76	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 89,236.00

FEDERAL FUNDS $ 82,346.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

OMSB
OREGON MUTUAL SAVINGS BANK

ASSIGNMENT OF CERTIFICATE DEPOSITS

This assignment is for the purpose of fulfilling the requirements of ORS 279.575. The undersigned does hereby assign, transfer and set over unto the state of Oregon all right, title and interest in and to $2,000.00. Two thousand and no/100 dollars of Certificate of Deposits No.#13100954 in the Oregon Mutual Savings Bank in the name of Ben W. or Ruth E. Castile with full power and authority to demand, collect and receive said deposit and to give receipt and acquitance therefore, for the uses and purposes prescribed by said ORS 279.575. It is understood and agreed that the Oregon Mutual Savings Bank hold the Certificates covering said account in its possession and agrees to hold $2,000.00 until a release of this assignment from the state of Oregon is received. It is further understood that this assignment is subject to judgments which may be rendered against the Ben Castile Landscaping and in accordance with the provisions of ORS 279.575. The deposit will be released to the state of Oregon after 30 days notice on demand and with no other condition of release.

Signed and dated at Portland, Oregon, this 9th day of April 1976

This assignment covers contract numbers #8335.

Ben Castile
Signature of Depositor
Ruth E. Castile
13460 SW Fielding Rd.
Lake Oswego, Oregon 97034

RECEIVED
APR 09 1976
CONTRACT ACCOUNTING

ACCEPTANCE

The undersigned hereby accepts the foregoing Assignment of Certificates of Deposits Number #13100954 in the amount of $2,000.00 this 9th days of April 197 1976.

Signature of Authorized Personnel
700 NE Multnomah Portland, Oregon 97232

8335

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 12, 1976

Oregon Mutual Savings Bank
700 N.E. Multnomah
Portland, Oregon 97232

Attention: Teresa Kelly

Re: Contract 8335

We have received your assignment covering Certificate of Deposit 13100954 in the amount of $2,000, to be used in lieu of retainage on our Contract 8335 with Castile Landscaping. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog,
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Castile Landscaping

bc: C.W. Head
John Bond
Robert Church
Charles Barrett

PRICE AGREEMENT

Item No.	Item;	Unit;	Contract Quantity;	Final Quantity;	Percentage;
30101	Document substitute check valves	Documentation only			0
30201	Lawn sprinkler heads full circle	each	20	20	0
30202	Lawn sprinkler heads half circle	each	10	10	0
30301	Furnish and plant shrubs, extension of bid item #6 Additional shrubs were required where some areas were omitted on plans. No plants were placed in existing beds where dificiencies existed.	Documentation only (see bid item #6)			0
30401	Credit for deleted gate valves	each	2	2	0
30501	Document delete furnish and plant trees (bid item #5)	Documentation only (see bid item #5)			0
30601	Gravel excavation in lawn areas	cubic yard	100.0	57.9	-42.10
30701	Addition to irrigation system	lump sum	100.0	100.0	0
30801	Connect existing wells to irrigation system	lump sum	100.0	100.0	0

STATE FORCE ORDER

92001	Install water meters (2) Estimate of cost by cityof Ontario was too high	1500.00	1007.14	-32.86
92002	Furnish water State force order not completed, water is still being used under establishment period.	1900.00		

Statement of Overruns and Underruns
Idaho Avenue Interchange (Ontario)
Old Oregon Trail Highway
Contract no. 8335. Prefix no. 623-1044

Item;	Original Amount;	SemiFinal Amount;	Percentage;
Contract Bid Items	77,824.00	76,192.60	- 2.09
Anticipated Items	4,800.00	4,152.14	-13.50
Engineering	8,262.40	9,000.00	+ 8.93
Contingencies	3,718.08	657.90	-82.31
Liquidated Damages	00	00	00
Credit PA #4 Gate Valves	00	- 198.40	00
Tótal Contract Cost	94,604.48	89,804.24	- 5.07

Item No;	Item;	Unit;	Contract Quantity;	Final Quantity;	Percentage;
1	Temporary Protection & Direction of Traffic	Lump sum	100%	100%	00
2	Temporary signs	Sq. Ft.	316	312	- 1.27%
3	Flagmen Due to extensive signing and contracters method of operation, very little flagging was required.	Hours	180	4	-97.78
4	Furnishing and Placing top soil	Cubic Yard	660	327.2	-50.42
5	Furnish and plant trees Bid item was deleted under PA #5.	only	16	0	-100%
6	Furnish and plant shrubs Some planting areas were omitted on plans, area right of "B" line had new irrigation system but forgot to show new shrubs (see sheet 3 and 5 of plans). Also, area that was disturbed under previous contract was replanted.	only	1,682	1,975	+17.42
7	Bark Mulch Additional shrubs under bid item #6 caused overrun of bark mulch.	Unit	45	53.3	+18.44
8	Sod lawn	lump sum	100%	100%	00
9	Irrigation System	lump sum	100%	100%	00

The city installed water meters under State Force Order No. 1. At the same time they installed gate valves. This took away the need for 2 - 3" gate valves as required on the plans. A price agreement was written to delete gate valves and the State credited for this deletion in the amount of $198.40.

A number of existing sprinkler heads were not working properly. A price agreement was written to replace 20 full circle pop up heads, and 10 half circle pop up heads. The contractor furnished the heads and State Forces installed them as required.

The contractor had no problem with getting plant materials. Planting of shrubs started on June 15, 1976, and was completed on June 25, 1976. There was a 17% overrun on shrubs as some planting areas were omitted on the plans. One area on the plans indicated a new irrigation system but forgot to show shrubs.

The 16 trees of heaven originally set up in the contract were deleted under price agreement No. 5. The same type of trees were planted on a earlier contract, and all died. The trees were deleted with no replacements recommended.

The sod lawn was furnished from a source in Boise, Idaho. The sod was of excellent quality. The lawn as now installed greatly enchances the project and was money well spent. At the end of the sod lawn establishment period a small section of sod was replaced as it had turned brown. We feel this was due to plugged sprinkler heads, which has been corrected.

DISCUSSION OF CONTRACT PROBLEMS & NOTEWORTHY CONSTRUCTION PROCEDURES

All things considered the contract went very smoothly. The contractor was very competent in the field of irrigation systems and horticulturally inclined as well.

The fertilizer for the shrubs and lawn shown in the special provisions did not fit the local area requirements. We checked with the Soil Conservation Service and County Extension Agent. The ph of the soil was tested at 8.8. They recommended we use no lime and a 25-20-0-5 mixture on shrubs. The Salem landscape section approved the change. At the request of the landscape section we increased the quantity of gypsum to 50 lbs. per thousand sq. ft. in lieu of 5 lbs. per thousand sq. ft..

We do not anticipate any claims from the contractor on the project.

1 Versteeg ✓
2 Olson
3 Christensen Doi
Scott
4 Swenson
Savage
Trout

RECEIVED
OCT 0 6 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

C. D. Hiatt
CDHiatt
Res. Engr.
Ontario,

833 Ontario

NARRATIVE REPORT
Roadside Improvement
Idaho Ave. Interchange(Ontario)
Contract No. 8335 - Prefix 623 - 1044

Roadside Improvement contract was awarded to Castile Landscaping on March 2, 1976. Work under the contract consisted of planting shrubs, construction of sod lawn, construction of irrigation system, and performance of incidental items.

The contract amount was $77,824.00, with the total authorization of $94,604.48. The completed contract had a 2.09% underrun on contract bid items, with a 5.07% underrun on the total authorization.

The pre-construction conference was held on March 30, 1976. The contractor indicated they would start with irrigation system, and work on sod lawn and shrubs starting in late summer.

The contract had a specified completion date of November 30, 1976. Award of the contract was made on March 2, 1976, with work beginning on March 30, 1976. All work was completed except for establishment period on shrubs on July 16, 1976, or 137 days ahead of specified completion date. Establishment period for shrubs will be up on November 1, 1976.

Temporary direction and protection of traffic required temporary signing, which took care of almost all traffic movement. The only flagging required on the project was while unloading sod lawn along the "F" line. A total of four hours of flagging was used with one hundred eighty hours allocated for the project. There were no problems with traffic on the contract.

Construction of irrigation system - Work began on sprinkler system in early April. At the pre-construction conference the contractor requested substituting 2-two" double check valves in lieu of the 2½" double check valve shown on the plans. This was approved and a Price Agreement written to document the change at no additional cost to the State.

Work under the irrigation system bid item consisted of installation of new irrigation system along with remodeling and converting the existing system by replacing hydraulic control valves with electric controls. The work was accomplished very well considering normal problems involved when working with an existing system. A price agreement had to be written for an addition to the system that was needed, but not shown on the plans. After the system was put into operation it was discovered that city water pressure dropped so low the system would not operate properly. It was then decided to connect the existing wells to the irrigation system with pressure valves that would kick wells into operation when city water pressure dropped below the critical stage. Connection of the wells to the system was accomplished under price agreement at the cost of $1,050.00. Connection of the wells to the system was approved by the local authorities and health department.

cont.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No Activity
MONDAY 11	One man removing weeds from shrubs and replanting dead shrubs.
TUESDAY 12	One man removing weeds from shrub areas.
WEDNESDAY 13	Two men completed removal of weeds, fertlized shrubs and sprayed weed killer thruout shrub areas.
THURSDAY 14	No Activity
FRIDAY 15	No Activity
SATURDAY 16	No Activity

REMARKS

Contractor completed establishment of shrubs on Wednesday of this week. Project is now complete. Post semi-final will be submitted next week.

SIGNED C D Hiatt LOCATION Ontario

C.D. Hiatt Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8335.	13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Idaho Avenue Interchange (Ontario)	WEEK ENDING: October 16, 1976
		SECTION PREFIX: 623-1044
	HIGHWAY: Old Oregon Trail	COUNTY: Malheur
NAME OF JOB: Idaho Avenue Interchange (Ontario)	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Castile Landscaping	CONTRACT NUMBER: 8335	FEDERAL AID PROJECT NUMBER: I-80N-8(31)376
DATE OF CONTRACT: March 2, 1976	DATE WORK STARTED: March 30, 1976	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 1 SUPERVISION: 1	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 94,604.48	November 30, 1976	
EXCLUSIVE OF ENGINEERING: $ 86,342.08	ENGINEERING AUTHORIZATION: $ 8,262.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,854	ENGINEERING COST TO DATE: $ 9,420.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION: 114%	DATE PROJECT WAS COMPLETED: October 13, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Shrubs	OIL AND/OR PAVE.	MAT'L. PROD.	Irr. Syst.	Sod Lawn
			100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Fair			
MONDAY 11	Fair			
TUESDAY 12	Fair			
WEDNESDAY 13	Fair			Project Completed
THURSDAY 14	Fair			
FRIDAY 15	Fair			
SATURDAY 16	Fair			

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Ward
RECEIVED
OCT 18 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

BEN GIFFORD

8335

December 23, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 21, 1976, we wrote to you concerning release of final payment on Contract No. 8335 awarded to Ben Castile Landscaping for roadside improvement on the Idaho Avenue Interchange in Ontario on the Old Oregon Trail in Malheur County.

Final payment on this contract is $1,949.36 and the total contract amount is $78,987.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ben Castile Landscaping
13460 S.W. Fielding Rd.
Lake Oswego, OR 97034

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8335

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 27, 1977

Oregon Mutual Savings Bank
700 N.E. Multnomah
Portland, OR 97232

Re: Ben Castile Landscaping

Our contract #8335 with Ben Castile Landscaping has been finalled. This releases the $2,000 assignment of certificates on this contract (attached).

Mr. James Castile was in our offices on January 12, 1977 and indicated he wished this certificate of deposit to be transferred to their new contract #8465. A new assignment will have to be issued to accomplish this.

Vernon E. Skoog
Controller

By ____________________
James K. Kinns
Contract Payments Executive

JJK:mm

cc: Castile Landscaping

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form A-100—5M.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Idaho Avenue Interchange (Ontario) Date April 6 1977

Highway Old Oregon Trail Contract No. 8335 F. A. Project No. I-80N 8(31)376

County Malheur Prefix 623-1044 Account No. 270-03

Description of Work To Be Done:

Replace dead shrubs in new planting areas.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Labor.	$ 96.00
Materials.	108.00
Equipment.	36.00
TOTAL.	$240.00

Approval Recommended as of 12-12-76

Explanation:

Order permits replacement of dead shrubs during the project second year plant establishment. Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$94,604.48
Present estimate of project cost, including $240.00 for work under this order	$94,604.48
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Division Engineer

[illegible] CONSTRUCTION ENGINEER

Approved: .... ~~Deputy State Highway Engineer,~~ ~~Assistant State~~ Highway Engineer or Office Engineer.

Construction

State Printing

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 b funds

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

ST [illegible] OPY 8335

FORM APPROVED FCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Malheur	FEDERAL PROJECT NO. I-80N-8(31)376	URBAN (X) RURAL ( )

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y003		DATE STARTED March 30, 1976
20	FINAL CONSTRUCTION COST	DOL.	$78,987.10		DATE COMPLETED July 16, 1976
21	LENGTH OF PROJECT	MILES	.349		TOTAL NO. BRIDGES None

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD A	30	LABOR	TOTAL MAN HOURS 1,424	GROSS EARNINGS $17,755.00	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$32,795.00	
	9	PETROLEUM PRODUCTS	GAL.	1,200	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		None	
CARD J	13	CONCRETE PIPE	
		None	
CARD K	14	CLAY PIPE AND DRAIN TILE	
		None	
CARD L	25	CORR. ALUMINUM CULVERT	
		None	
CARD M	26	CAST IRON PIPE	
		None	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

1335

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

8

Coulter
cc: OSHD (~~E S Hunter~~)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 7-13-77	REPORT MADE BY R. A. Nichols, A.E.		PROJECT NO. I-80N-8(31)376
COMPLETION DATE 7-16-76	ACCEPTANCE DATE BY CONTRACT AGENCY 12-15-76	TIME ELAPSED Completed 7-16-76 %	CONTRACT TIME 11-30-76 comp.date
APPROVED EXTENSIONS ---	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

IDAHO AVE. INTERCHANGE (ONTARIO)
OLD OREGON TRAIL
ROADSIDE IMPROVEMENT

RECEIVED
STATE HWY ENGR
JUL 13'77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-18-77
cy Keasey

COPY SENT
JUL 14 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 7-13-77	TITLE District Engineer	DATE 7-13-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8335 Idaho Ave. Int. (Ontario) 1976
Sec. of Old Ore. Trail
(Roadside improvement)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E. E. Allen
(Signature)

acting Reg. Dir.
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 2-3-76

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the Fund will result in a net increase, commensurate at least with the Federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: *Provided, however*, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

General Provisions

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. Sec. 276(c) (1964), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

Exhibit A.

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Clackamas County)

Project Number 41-00756 (OP 1048)

Project Title Milo McIver State Park Development Phase 2

Project Period to 12-31-77

Project Scope (Description of Project)

This project will construct a restroom facility, with utility connections, in an existing State Park. Power to the facility will be underground.

The State of Oregon certifies that to the best of its knowledge, all legal and administrative requirements of the U.S. Government which pertain to this project have been met, and that the project does not affect any locations listed on the National Register of Historic Places. All documentation required by the Bureau is on file at the State Parks office in Salem.

Project Stage Covered by this Agreement

Not applicable.

Project Cost

Total Cost	$ 76,500
Fund Support	50 %
Fund Amount	$ 38,250
Cost of this Stage	$ 76,500
Assistance this Stage	$ 38,250

The following attachments are hereby incorporated into this agreement:

1. General Provisions
2. Project Proposal
3. ______
4. ______

BOR 8-92
(Rev. April 1974)

1334

15

STATE OF OREG N

INTERC CE MEMO

TO: C. W. Head, Supervisor
Commission and Staff Services

DATE: March 4, 1976

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Project Agreement
Milo McIver State Park Development, Phase 2
Clackamas County OP 1048
BOR 41-00756

Attached is a copy of an agreement from the Bureau of Outdoor Recreation for the above-named park project. The agreement is between the State of Oregon through the Oregon State Highway Division and the Federal Bureau of Outdoor Recreation of the U.S. Department of the Interior.

This should bring your records up to date.

GAS: jba

Attachment

cc: Larry Jacobson

81-125-1387

8334

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 17, 1976

FILE:

FROM: Warren Richards
Construction Office Engineer

SUBJECT: Subcontract #2

TO: E. L. Hardt
Regional Engineer
PORTLAND

Consent is given to the proposed subcontract between Turf Irrigation & Construction Co., Inc. and Ken Moulton Masonry Co. covering part of item 5 on the Milo McIver State Park Section, Contract No. 8334, BOR Project.

WR:mk

cc: Parks ✓
Files ✓

Note: One previous subcontract covering Specialty Items. This one $6,685.00 or 11.77%.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity.
MONDAY 6	No Activity
TUESDAY 7	Installed Toilet Partitions, Painted Flashing.
WEDNESDAY 8	Continued Misc. work.
THURSDAY	No activity.
FRIDAY	" "
SATURDAY	No activity.

REMARKS

SUMMARY: Installed toilet partitions.
Painted flashings.

NEXT WEEK: Complete cleanup and minor work prior to final inspection.

SIGNED Clair Kuiper LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8334

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MILO McIVER STATE PARK

HIGHWAY:

WEEK ENDING: Sept. 11, 1976

SECTION PREFIX: 903-2701

COUNTY: Clackamas

NAME OF JOB: Milo McIver State Park

KIND OF WORK: Toilet Building

CONTRACTOR: Turf Irrigation Co.

CONTRACT NUMBER: 8334

FEDERAL AID PROJECT NUMBER: BOR

DATE OF CONTRACT: March 2, 1976

DATE WORK STARTED: April 5, 1976

ESTIMATED COMPLETION DATE: ~~August 31, 1976~~ Sept.7, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN   SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1976

PERCENT OF TIME ELAPSED: 102.2

PROJECT AUTHORIZATION: $ 67,421.61

EXCLUSIVE OF ENGINEERING: $ 61,533.26

ENGINEERING AUTHORIZATION: $ 5,888.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,144.82

ENGINEERING COST TO DATE: $ 6,072.60

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.7

ESTIMATED PERCENT OVERRUN / UNDERRUN: 3.9 %

PERCENT OF AUTHORIZATION: 103.1 %

DATE PROJECT WAS COMPLETED: Sept. 7,1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Showers			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 15 1976
CONSTRUCTION
SECTION

OMB NO. [illegible]

SECTION C – EXCLUSIONS

26 Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
a.	$	$
b.		
c.		
d.		
e.		
f.		
g. Totals	$	$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27. Grantee Share	$
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant) State Parks Budget	53,750
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL – Grantee share	53,750
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	$ 53,750

SECTION E – REMARKS

PART IV PROGRAM NARRATIVE (Attach – See Instructions)

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. 15.400

2. Functional or Other Breakout ....

SECTION B – CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (–)	
1. Administration expense	$	$	$ 1,000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			106,500
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			107,500
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			107,500
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			107,500
20. Federal Share requested of Line 19			53,750
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (Lines 20 & 21)			53,750
23. Grantee share			53,750
24. Other shares			
25. Total project (Lines 22, 23 & 24)	$	$	$ 107,500

State Oregon (Clackamas County)

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

Project Amendment No. 41-00756.1

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement No. 41-00756 is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Add a picnic shelter building and develop group picnic area. Revise project costs as follows:

ITEM	CHANGE FROM	CHANGE TO
Total Cost	$76,500	$107,500
Fund Support	50%	50%
Fund Amount	38,250	53,750
Cost of this stage	76,500	107,500
Assistance this stage	38,250	53,750

There is no change in the project period.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Dale O. Haskins
(Signature)

For the Regional Director
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date NOV 15 1976

STATE

Oregon
(State)

By Gary A. Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

BOR 8-92a
(Rev. Mar. 1967)

#8334

1

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head
Commission and Staff Services

DATE: November 30, 1976

FROM: Gary A. Scott GAS
State Recreation Director

SUBJECT: Amendment to the Project
McIver State Park Restrooms
Clackamas County OP 1048
41-00756

The Bureau of Outdoor Recreation has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:tgs
Enclosure
cc: Jim Cavanaugh- w/enc.
Larry Jacobson- w/enc.

81-125-1367

8334

February 11, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8334 awarded to Turf Irrigation & Construction Co., Inc., for a toilet building in Milo McIver State Park in Clackamas County.

Final payment on this contract is $2,852.37 and the total contract amount is $57,051.37. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

er

cc Turf Irrigation & Construction Co., Inc.
550 Pal-Vue Drive
Eugene, OR 97403

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

[illegible] Mad [illegible]

[illegible] the [illegible]

[illegible] Recruit [illegible]

[illegible] received [illegible]

Continue [illegible] prize [illegible]

[illegible] Augustine [illegible]

of [illegible] Sept [illegible]

[illegible] until [illegible]

Scott [illegible]

[illegible]

arrival until [illegible]

6 Sept. Managed [illegible]

[illegible]

27 Oct [illegible] 76 and [illegible]

These claims [illegible]

Sec. Ross of [illegible]

[illegible]

SEND SEPARATE STATEMENT TO:

TURF IRRIGATION CO., INC.

☐ 38 N.E. 148TH AVE.
PORTLAND, OREGON 97230
(503) 252-1566

☐ 550 FUL-VUE DR.
EUGENE, OREGON 97405
(503) 342-8031

PURCHASE ORDER
231

ORDER DATE	TAXABLE ☐	RESALE ☐	SHIP VIA	ORIGINAL ☐ ORDER	CONFIRMING ☐	F.O.B. POINT
REQUISITION NO.	PPD. ☐	COLLECT ☐ FREIGHT	DATE REQUIRED	TERMS	G/L ACCT. NO.	JOB NO. / SUB-ACCT. NO.

"OURSELVES" UNLESS OTHERWISE NOTED

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER IMMEDIATELY GIVING A DEFINITE SHIPPING DATE.

THIS ORDER MUST NOT BE FILLED AT A HIGHER PRICE THAN SHOWN ABOVE WITHOUT OUR SPECIFIC AUTHORIZATION.

ORDER INVALID WITHOUT CONFORMANCE TO ALL TERMS, CONDITIONS AND SPECIFICATIONS AS STATED HEREIN.

BY

Rain Bird
AUTHORIZED
SALES — SERVICE
INSTALLATION

TURF IRRIGATION COMPANY
550 Ful-Vue Drive
Eugene, Oregon 97405 / Ph. 342-[illegible]

Serving You
Since 1962

Feb. 23, 1977

Mr. Claire Kuiper, R.E.
Oregon State Highway Division
3700 S.E. 92nd
Portland, Oregon 97266

Dear Mr. Kuiper:

Attached is O.S.H.C. Form, Engineers Recommendation Regarding Contractor's Request for Increase in Number of Workdays to Complete Construction Contract Number 8334 on the McIver Toilet Building Project.

Our completion date was August 31, 1977 and your 3rd notification listed September 7, 1977 or 7 days byond completion date which reflects 7 days of liquidated damages at unit price of $75.00 per day times 7 days or $525.00.

Attached is our copy of Turf Irrigation purchase order No. 331 dated May 16, 1976 to W. H. Cress Co covering the toilet partitions for this project. Also please find copy of letter by International Fabricators, Inc. to their distributors who in our case is Cress Company. Also is letter by Cress to their customers including ourselves advising delays caused by factory strike which pushed factory lead time on these partitions to 12-15 weeks behind normal scheduled delivery.

In view of these circumstances of which you were advised would appreciate receiving the additional time to offset the $525.00 liquidated damages.

Please advise.

Very truly yours,

Turf Irrigation & Construction Co. Inc.

T. F. Krauss
T. F. Krauss

:tfk

cc Mr. John Bond, Construction Divsion
Oregon State Highway Department
504 Executive House
325 13th Street, N.E.
Salem, Oregon 97310

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 2 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

We make every drop of water count!

E-280 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 17, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 158 days to 165 days, within which to complete our Contract No. 8334, without the assessment of liquidated damages. The said contract is described as follows:

Construction in Milo McIver State Park, Clackamas County - Toilet Building

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Correspondence regarding strike by International Fabricators, Elkhart, Indiana, manufacturers of toilet partitions.

Respectfully submitted,

Turf Irrigation & Construction Co. Inc.
Contractor

By
Theodore F. Krause, Secretary-Treasurer

CONSENT OF SURETY

Date February 24, 1977

We, UNITED STATES FIDELITY & GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia Cellers
Attorney-in-fact
Patricia Cellers

(SEAL)

Patricia E Cellers
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8334 Contractor Turf Irrigation & Construction Co., Inc.

Highway

Section Milo McIver State Park

Kind of Work Toilet Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 7-day time extension of contract time due to delay in delivery of toilet partitions because of a strike at the suppliers plant in Indiana. This will delete all liquidated damages.

Recommended for Approval:

Regional Engineer

for
Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

Contract No.
Project designation
State-Federal
Date awarded
Work started
Per cent completed
Date
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested

SP*67066-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8334

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 18, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Milo McIver State Park
Contract No. 8334
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Turf Irrigation and Construction Company requests a 7-day time extension which would delete all liquidated damages. The request is based on a delay in delivery of the toilet partitions because of a strike at the suppliers plant in Indiana. The contractor documents his request with a September 1, 1976 notice from the supplier of an alleged labor "slowdown" followed by a strike at their plant from June 2, to June 10, 1976. Some pertinent dates on this project are:

Bids opened	2-26-76	
Contract sent	3-12-76	
Work started	4- 5-76	
Date of partition purchase order	5-16-76	
Required completion date	8-31-76	
Actual completion date of record	9- 7-76	(7 days liquidated damages at $75 per day equals $525)

The partitions were installed September 6 and contract completion date is the next day. There were no significant added orders on this project. I believe the contractor's reason is valid and in view of the small number of days involved and the fact that the partitions were installed promptly after delivery, I recommend a complete extension of 7 days which would delete all liquidated damages. This was a BOR project, administered the same as a State project.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 19 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

April 20, 1977

Turf Irrigation and Construction Company, Inc.
550 Ful-Vue Drive
Eugene, OR 97405

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8334 for work on the Milo McIver State Park in Clackamas County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of seven days is granted because of delay in delivery of partitions and their prompt installation after delivery. This will delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Walt Hart
Clair Kuiper

JAB:fr ja

8334 12

April 29, 1977

United States Fidelity & Guaranty Co.
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $525.00 will be made to Turf Irrigation & Construction Co., Inc. on Contract No. 8334 for the Milo McIver State Park in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $57,576.37 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

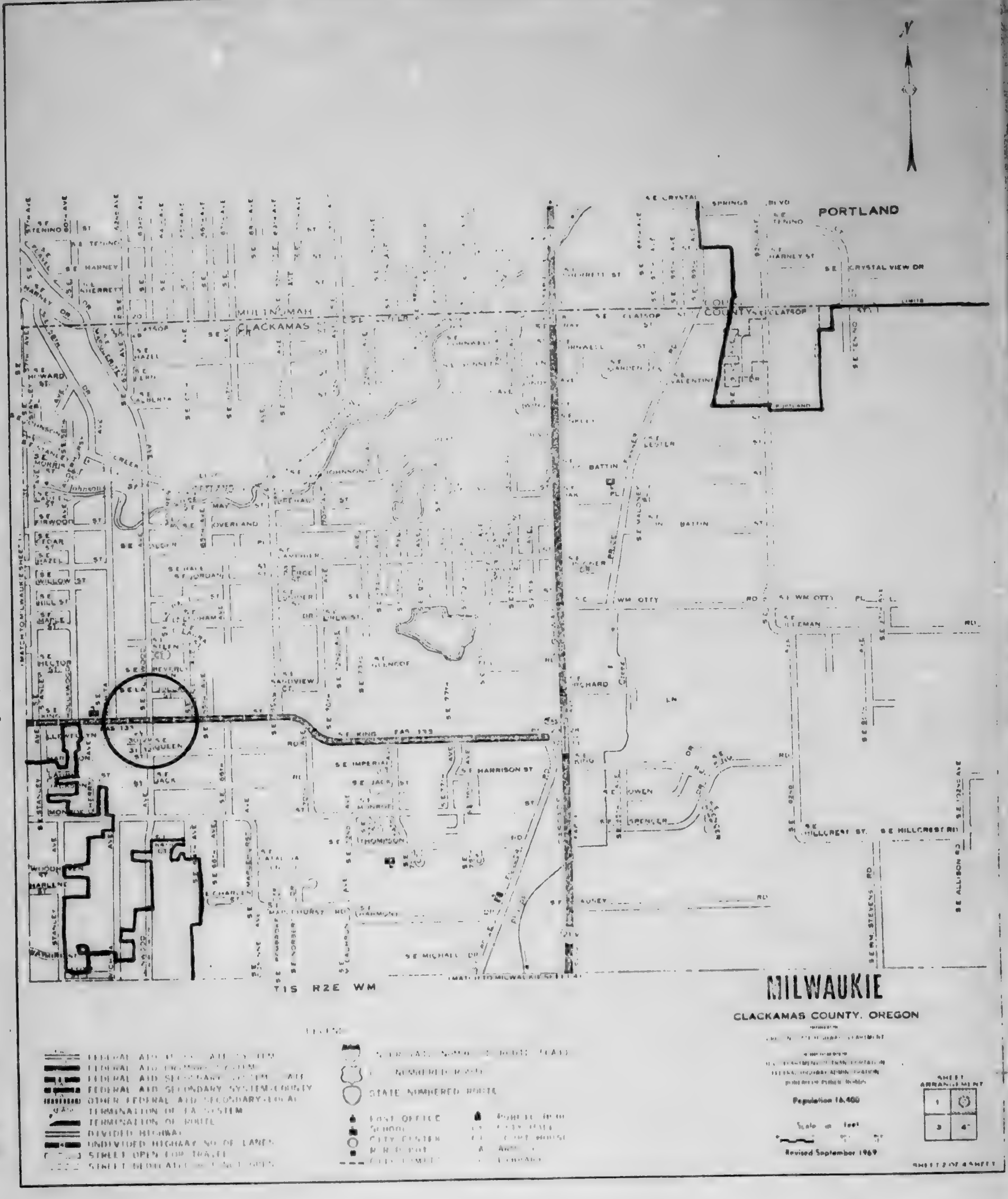
C. W. Head
COMMISSION SERVICES

kkr

cc: Turf Irrigation & Construction Co., Inc.
550 Ful-Vue Drive
Eugene, OR 97405

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
Region 1 Engineer

8334 Milo McIver State Park 1976
approx. 4 mi. NE of Estacada
(Toilet building)



PORTLAND
SE CRYSTAL SPRINGS BLVD
SE TENINO
SE HARNEY ST
SE KRYSTAL VIEW DR
SE SHERRETT
MULTNOMAH
CLACKAMAS
COUNTY
SE CLATSOP ST
SE HAZEL
SE ALDENTA
SE HOWARD ST
SE JOHNSON CREEK
SE STANLEY
SE MORRIS
SE FIRWOOD
SE CEDAR ST
SE WILLOW ST
SE BELL ST
SE MAPLE ST
SE HECTOR ST
SE MAY
SE OVERLAND
SE JOHNSON
SE LOGAN
SE BATTIN
SE VALENTINE
SE LESTER
SE WM OTTY RD
SE HILLCREST ST
SE HILLCREST RD
SE KING
SE IMPERIAL
SE HARRISON ST
SE JACK
SE OWEN
SE SPENCER
SE THOMPSON
SE CHARLES
SE MARKHURST RD
SE MICHAEL DR
SE LLEWELLYN
SE MONROE
SE ALLISON
SE RM. STEVENS RD
SE 132ND AVE
FAS 333
MATCH TO MILWAUKIE SHEET 4
T1S R2E WM
LEGEND
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
COURT HOUSE
LIBRARY

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population 16,400

Scale in feet

Revised September 1969

SHEET ARRANGEMENT

1	2
3	4

SHEET 2 OF 4 SHEETS

MEMO

TO: Bernard L. Straight, Traffic Engineer

DATE: August 9, 1973

SUBJECT: Accident study - King Road and Linwood Avenue

The accident history of the subject intersection has been researched and the results are as follows:

> In the two year period following the signal installation, a total of 36 reported accidents have occurred at the intersection, of which 16 were injury type accidents.
>
> Of the 36 accidents, 23 were left turn accidents susceptible to correction by left turn restriction.
>
> Of the 23 left turn accidents, 20 occurred on King Road.
>
> 13 of the 16 injury accidents were left turn accidents.
>
> Of the 23 left turn accidents, 13 occured during the afternoon peak period from 3 p.m. to 6 p.m. and accounted for over half of the 13 injury accidents.
>
> The remaining 10 left turn accidents took place throughout the day and night hours with none occurring during the morning peak period.
>
> Morning and afternoon peak period manual counts were taken July 10, 1973 indicating 10% to 11% left turn movements.

In view of the foregoing data, I recommend temporary installation of no left turn 3:00 p.m. to 6:00 p.m. on King Road ONLY at its intersection with Linwood Avenue with observation of the subject intersection and the surrounding area.to ascertain what adverse impact, if any, the aforementioned left turn restriction will cause.

JOHN C. McINTYRE - Director of Public Works

By

MICHAEL G. CHRISTENSEN - Traffic Technician

/dh

Are provisions for [illegible] desired? NO

Are there any unusual or complicating conditions? NO

VI. RAILROAD DATA

1. Are there any railroad crossings? NO Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Signal Work - Force account using County Forces

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -
Right-of-Way Costs (If participating)	-
Traffic Control	1,500.00
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	250.00
PROJECT TOTAL	$ 1,750.00

FOOTNOTES: **This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAUS FY-74 Funds.**

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Clackamas County
By Thomas D Telford
By
By Stan Skoko

3. Permanent Signing:

Include in project or by applicant? In Project

4. Permanent Striping:

Include in project or by applicant? No Additional

IV. ILLUMINATION DATA

1. Present Illumination and Location: One M.V.L. Southwest corner

2. Proposed Illumination:

Location No additional
Type

V. STRUCTURE DATA

1. Existing Structure:

Location NONE
Type

Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work **NONE**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width **60** Minimum **60** Maximum **60**

2. Will Additional Right-of-Way Be Needed? **NO** Explain
NO road construction

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses?
NO If so, explain

5. Will this project affect any park or recreation facility? **No**
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: **2 phase Solid State, fully actuated with pedestrian sequence.**

2. Proposed Signalization:

Location **Intersection of King Road and Linwood Avenue**
Type **-**
Phases **-**
Type of Suspension **-**
Interconnected **No**
Other **Part time, clock controlled, left turn restriction on King Road to eliminate left turns to Linwood Avenue during peak hours.**

FOOTNOTES: **Accident history attached**

FAU
X

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COUNTY & CITY SECTION
JAN 21 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency **Clackamas County**
Federal Aid System Route No. **Proposed FAUS** Route Name **King Road**
Project Name **King Road - Linwood Avenue** FAU 0495
Project Length **-** Project Location (Attached sketch map)
Project Description **Install part-time left turn restriction on King Road at Linwood Avenue. Installation is to be integrated in existing multi-phase fully actuated traffic signal.**

Average Daily Traffic **10,300** Design Speed **35 MPH**

Complete Applicable Sections:

I. ROADWAY DATA

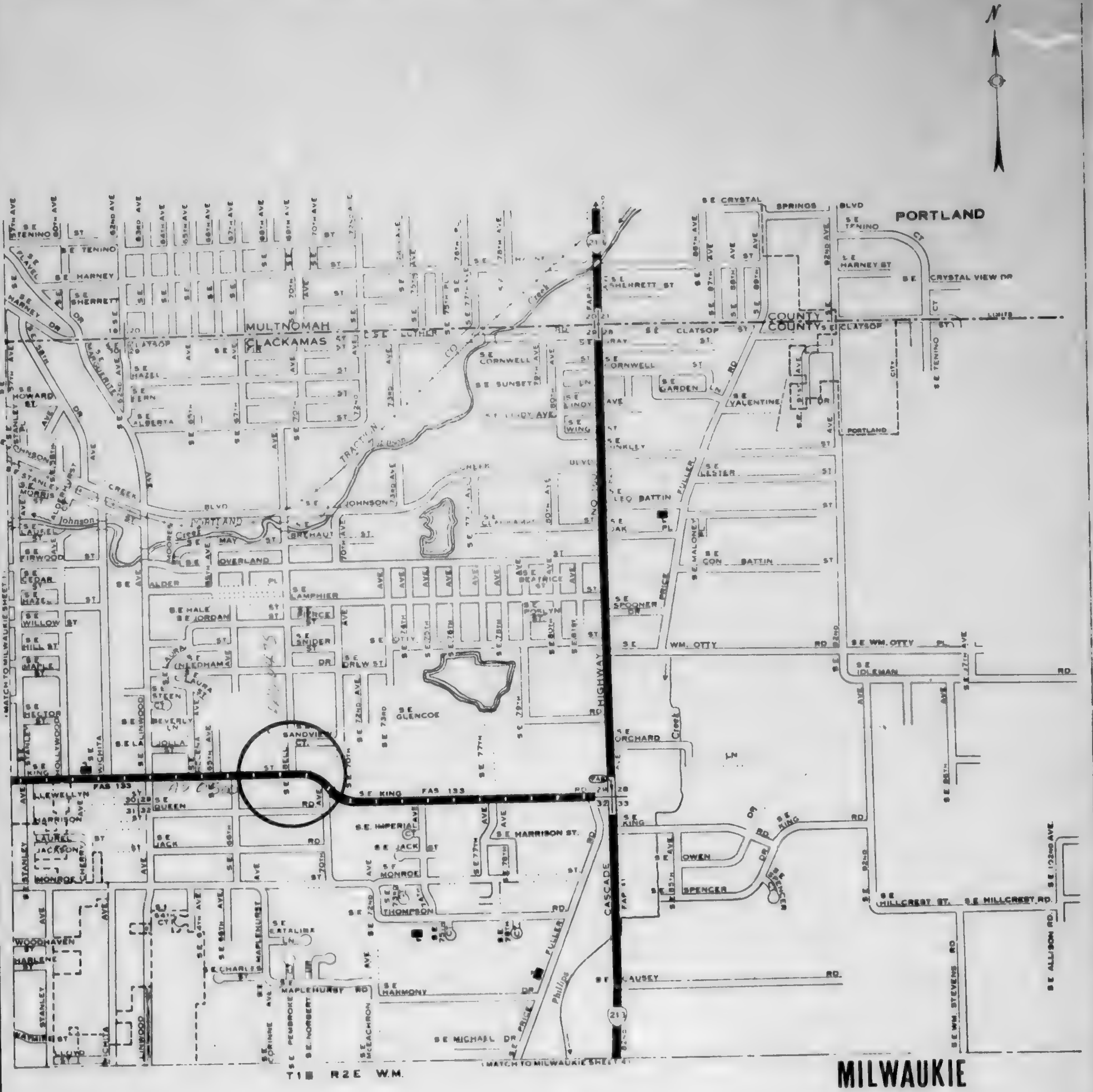
1. Existing Roadway: (Attach sketch)

Width **48'** Travel Lanes **4** Shoulders **NONE**
Parking **NONE**
Medians **NONE**
Sidewalks **Both Sides**
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Parking
Medians
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES: **The FAU System and Urban Boundaries are being revised in which this intersection is being included (King Road is presently on the FAS System). The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and Boundary.**


N
PORTLAND
MULTNOMAH
CLACKAMAS
COUNTY
COUNTY
LIMITS
S.E. CRYSTAL SPRINGS BLVD
S.E. TENINO
S.E. HARNEY
S.E. CLATSOP
S.E. JOHNSON CREEK BLVD
S.E. OVERLAND
S.E. LAMPHIER
S.E. WM. OTTY RD
S.E. IDLEMAN RD
FAS 133
S.E. KING FAS 133
S.E. KING RD
S.E. HARRISON ST.
S.E. MONROE
S.E. THOMPSON
S.E. HARMONY
S.E. MAPLEHURST RD
S.E. MICHAEL DR
S.E. HILLCREST ST.
S.E. ALLISON RD.
S.E. WM. STEVENS RD
HIGHWAY
CASCADE
FAP 41
212
224
MATCH TO MILWAUKIE SHEET 1
MATCH TO MILWAUKIE SHEET 4
T1S R2E W.M.

LEGEND

- FAI FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- FAS TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CT CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

MILWAUKIE

CLACKAMAS COUNTY, OREGON

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 16,400

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

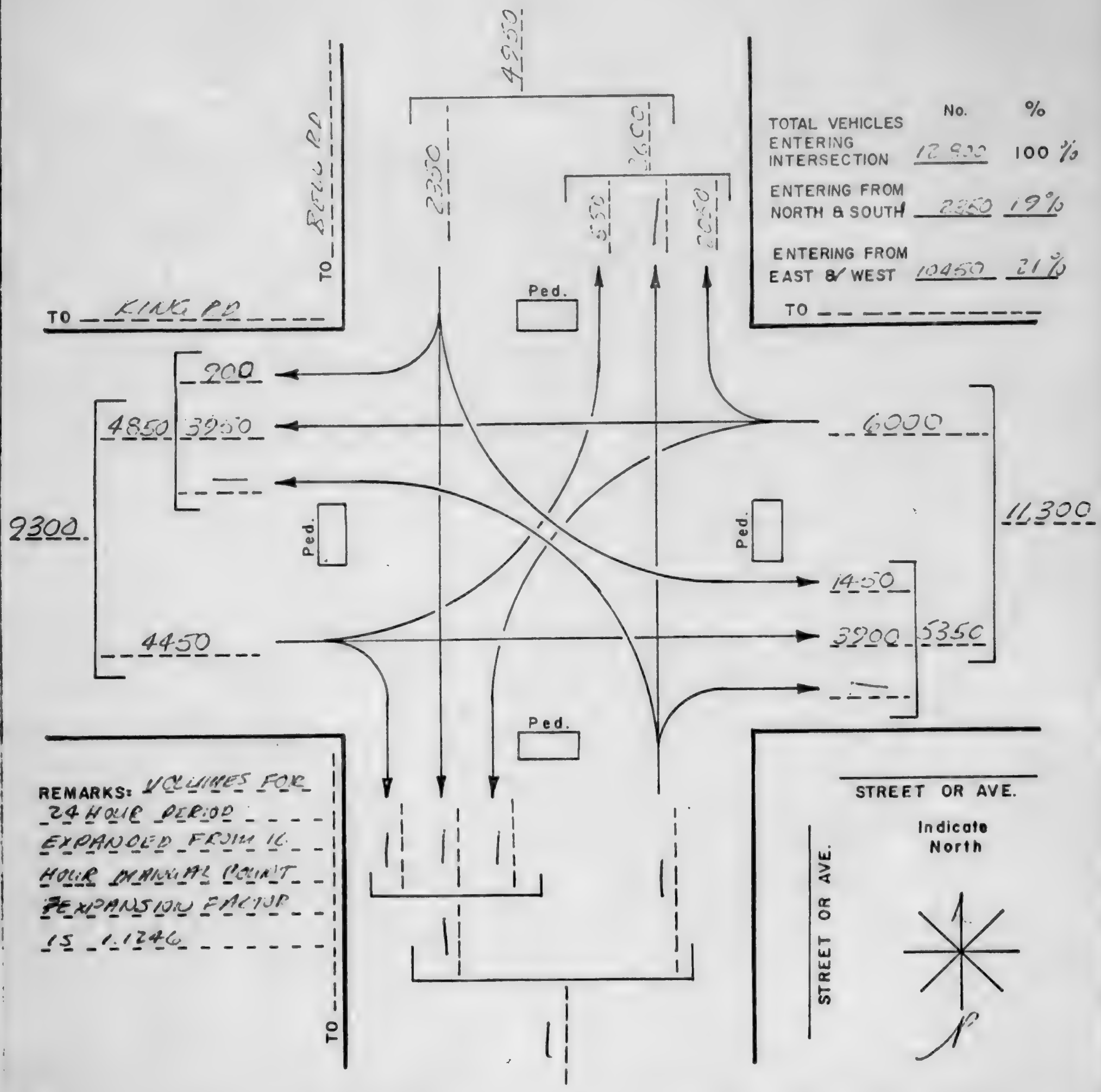
1	②
3	4

SHEET 2 OF 4 SHEETS

CLACKAMAS COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

INTERSECTION VEHICULAR VOLUME

LOCATION: KING RD
DATE: 6/13/74
N. E. S. W. OF: @ BELL RD
TIME: MANUAL 6 00 A TO: 10 00 P
BY: MC


4950
2350
2600
550
2050
TO BELL RD
TO KING RD
Ped.
Ped.
Ped.
Ped.
200
4850
3950
6000
9300
11,300
1450
4450
3900
5350
TO
TO
STREET OR AVE.
STREET OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12,900	100 %
ENTERING FROM NORTH & SOUTH	2350	19 %
ENTERING FROM EAST &/ WEST	10450	81 %

TO

REMARKS: VOLUMES FOR 24 HOUR PERIOD EXPANDED FROM 16 HOUR MANUAL COUNT EXPANSION FACTOR IS 1.1246

CLACKAMAS COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL

WARRANT COMPARISON

LOCATION: KING RD & BELL RD

ITEM	OBSERVED CONDITIONS	MINIMUM WARRANT
MINIMUM VEHICULAR VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	639	600
AVERAGE HOURLY MINOR ST. VOLUME-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	168	150
INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	639	900
AVERAGE HOURLY MINOR ST. VOLUMES-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	168	75
MINIMUM PEDESTRIAN VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX 8 HOURS (TOTAL OF BOTH APPROACHES)	639	600
AVERAGE HOURLY PED. VOL. ACROSS MAJ. ST.-SAME 8 HRS. (HIGHEST VOLUME CROSSWALK)	MINIMAL	150
ACCIDENT EXPERIENCE WARRANT:		
PREVENTABLE ACCIDENTS (LAST 12 MONTHS)	3	5

REMARKS: THE INTERSECTION EXCEEDS THE MINIMUM VEHICULAR VOLUME WARRANT

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Signal work - Contract
Roadway work - force account County forces

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 5,000.00
Right-of-Way Costs (If participating)	-
Traffic Control	32,000.00
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	3,500.00
PROJECT TOTAL	$ 40,500.00

FOOTNOTES: This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAU FY-74 funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Clackamas County
By
By
By

. [illegible]:

Include in project or by applicant? In project

.. [illegible]:

Include in project or by applicant? In project

IV. [illegible]

1. [illegible] None

2. [illegible]:

Location None
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type

Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalks/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTE:

Description of Proposed Roadway Work **Minor widening, curbing, and paving.**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will there be any persons displaced from their homes, farms or businesses? If so, explain No

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Intersection of King Road and Bell Avenue

Type Fully actuated Solid State
Phases 2
Type of Suspension Span wire
Interconnected No
Other

FOOTNOTES: Signal warrants are attached

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency **Clackamas County**

Federal Aid System Route No. **Proposed FAUS** Route Name **King Road**

Project Name **King Road - Bell Avenue**

Project Length **-** Project Location (Attached sketch map)

Project Description **Minor widening and curbing Bell Avenue and installing a multi-phase, fully actuated traffic signal.**

Average Daily Traffic **10,400 VPD** Design Speed **35 MPH**

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width **27'** Travel Lanes **2 (Bell Ave.)** Shoulders **N. leg only**

Medians **None** Parking **None**

Sidewalks **On both sides of King Road**

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width **36'** Travel Lanes **2 (Bell Ave.)** Shoulders **None**

Medians **None** Parking **None**

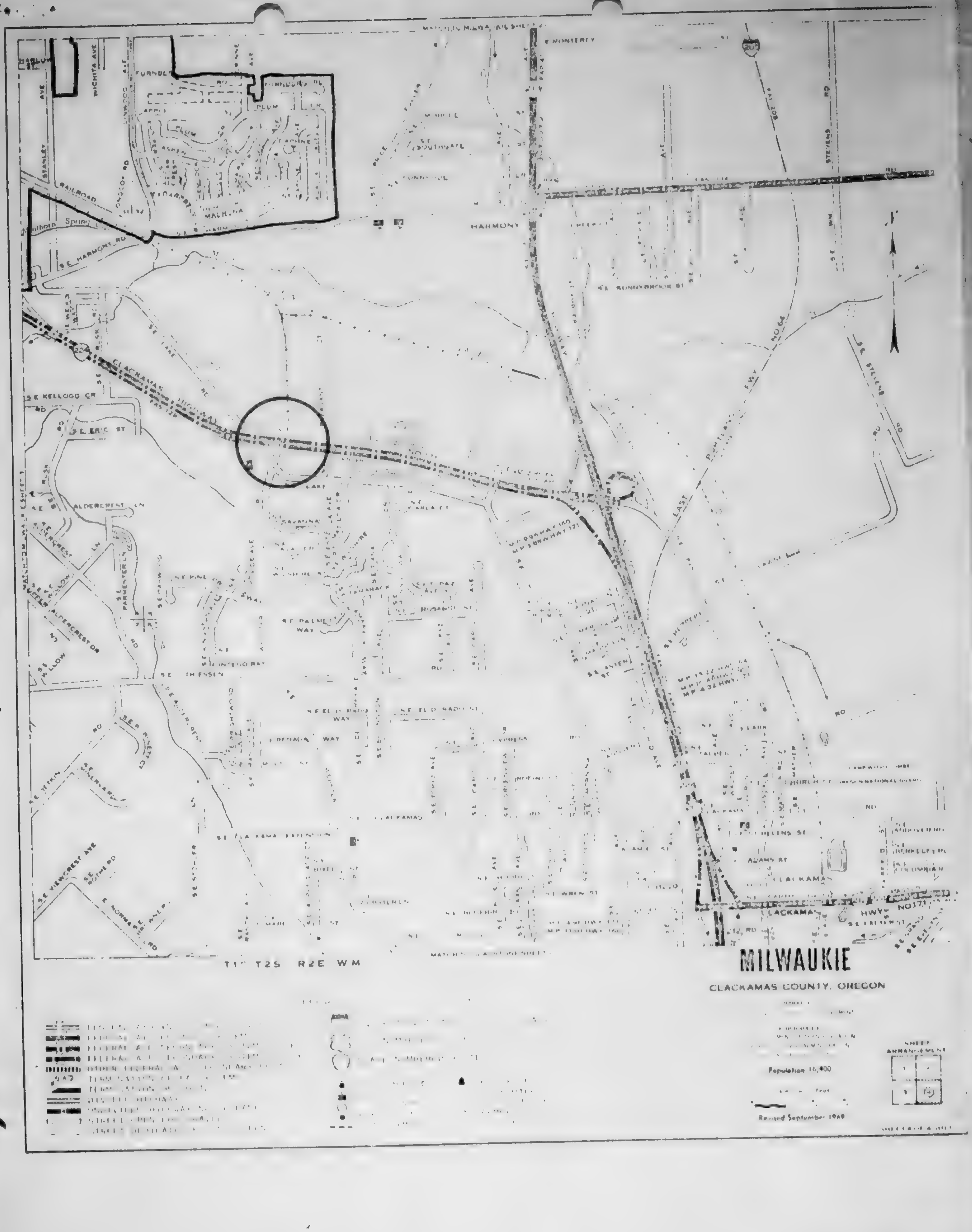
Curbed **Yes** Length Curb Radii **25 feet**

Sidewalk/Bikeway **Both sides**

Other

FOOTNOTES: **The FAU System and urban boundaries are being revised in which this intersection has been included (King Road is presently on the FAS System). The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and boundary.**

✓


FURNUEL
MALKINA
RAILROAD
SE HARMONY RD
CLACKAMAS HIGHWAY
SE KELLOGG CR
SE ERIC ST
ALDERCREST LN
SAVANNAH ST
SE THIESSEN
FRENADA WAY
CYPRESS
CLACKAMAS
SE VIEWCREST AVE
SOUTHGATE
HARMONY
MONTEREY
SE SUNNYBROOK ST
STEVENS RD
NO 64
SE STEVENS
SE ROSANNA ST
ADAMS ST
CLACKAMAS
HWY NO171
ANDOVER RD
BERKELEY RD
COLUMBIA RD
T1S T2S R2E WM
SHEET ARRANGEMENT

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population 16,400

Revised September 1969

TRAFFIC ENGINEERING DIVISION

INTERSECTION VEHICULAR VOLUME

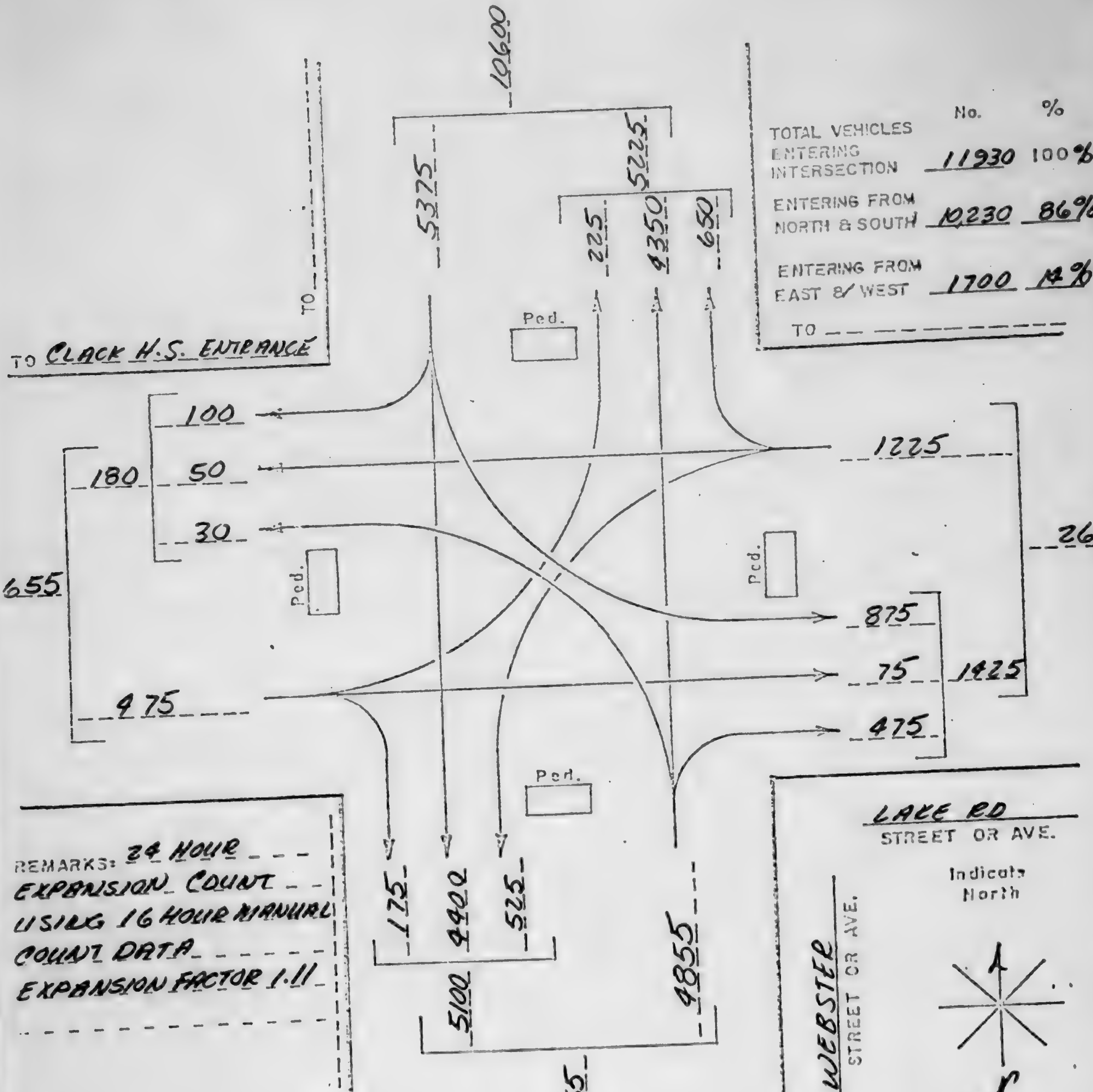
LOCATION: *WEBSTER RD*

DATE: *JUNE 18 1974*

N. E. S. W. OF: *@ LAKE RD*

TIME: *6⁰⁰ AM* TO: *10⁰⁰ PM*

BY: *MA*


10600
5375
5225
225
4350
650
Ped.
TO
TO CLACK H.S. ENTRANCE
100
180
50
30
655
Ped.
475
1225
2650
Ped.
875
75
1425
475
Ped.
175
4400
525
4855
5100
9955
TO
LAKE RD
STREET OR AVE.
WEBSTER
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11930	100%
ENTERING FROM NORTH & SOUTH	10,230	86%
ENTERING FROM EAST & WEST	1700	14%

TO

REMARKS: *24 HOUR EXPANSION COUNT USING 16 HOUR MANUAL COUNT DATA EXPANSION FACTOR 1.11*

CL AMAS COUNTY DEPARTMENT OF PUBL WORKS
TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL

WARRANT COMPARISON

LOCATION: WEBSTER RD & LAKE RD
JUNE 1974

ITEM	OBSERVED CONDITIONS	MINIMUM WARRANT
MINIMUM VEHICULAR VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	709	500
AVERAGE HOURLY MINOR ST. VOLUME-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	77	150
INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	709	500
AVERAGE HOURLY MINOR ST. VOLUMES-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	77	75
MINIMUM PEDESTRIAN VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX 8 HOURS (TOTAL OF BOTH APPROACHES)	709	600
AVERAGE HOURLY PED. VOL. ACROSS MAJ. ST.-SAME 8 HRS. (HIGHEST VOLUME CROSSWALK)	SEE BELOW	150
ACCIDENT EXPERIENCE WARRANT:		
PREVENTABLE ACCIDENTS (LAST 12 MONTHS)	1	5

REMARKS: THE INTERSECTION EXCEEDS THE INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT & THE "ESTABLISHED SCHOOL CROSSING WARRANT #4

Are provisions for illumination desired? **Not at present**

Are there any unusual or complicating conditions? **Proximity of intersection and signal 200 feet to the north.**

VI. RAILROAD DATA

1. Are there any railroad crossings? **No** Location ______

Type of existing crossing ______

Existing crossing protection ______

Name of Railroad ______

Number of tracks: Mainline ______ Siding ______ Total ______

Angle of Intersection ______

Sight distance: (Direction) ______ Distance ______

(Direction) ______ Distance ______

Number of Trains: Passenger ______ Speed ______

Freight ______ Speed ______

2. Will existing railroad crossing be altered? ______

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

Signal Work - Contract

Roadway Work - Force account County forces

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ **11,000.00**
Right-of-Way Costs (If participating)	**-**
Traffic Control	**32,000.00**
Illumination	**-**
Structures	**-**
Railroad	**-**
Other **Intertie to existing signal**	**5,000.00**
Preliminary Engineering	**3,500.00**
PROJECT TOTAL	$ **51,500.00**

FOOTNOTES: **This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAUS FY-74 funds.**

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ______

By ______

By ______

Clackamas County

By ______

By ______

By ______

3. Permanent Signing:

Include in project or by applicant? **In project**

4. Permanent Striping:

Include in project or by applicant? **In project**

IV. ILLUMINATION DATA

1. Present Illumination and Location: **None**

2. Proposed Illumination:

Location **None**
Type

V. STRUCTURE DATA

1. Existing Structure:

Location **None**
Type

Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work **Widening, curbing, and paving.**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? **No** Explain **Road work can be accomplished within existing right-of-way.**

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will there be any persons displaced from their homes, farms or businesses? **No** If so, explain

5. Will this project affect any park or recreation facility? **No** If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: **Traffic actuated multi-phase signal at Webster Road and Milwaukie expressway 200 feet to the north.**

2. Proposed Signalization:

   Location **At Webster Road and Lake Road**

   Type **Fully actuated - Solid State**
   Phases **2**
   Type of Suspension **Span wire**
   Interconnected **Yes - with existing signal at Milwaukie expressway**
   Other **Pedestrian sequence will be included for adjacent school crossing**

FOOTNOTES: **Signal warrants attached**

12/5/71

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency Clackamas County

Federal Aid System Route No. Proposed FAU Route Name Webster Road

Project Name Webster Road - Lake Road

Project Length - Project Location (Attached sketch map)

Project Description Widening and curbing Webster Road, and Installing a multi-phase traffic actuated traffic signal with pedestrian sequence and inter-tie to existing traffic signal at Webster Road and the Milwaukie Expressway.

Average Daily Traffic 8,700 VPD Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36 Travel Lanes 2 Shoulders North & South legs

Medians None Parking No restrictions

Sidewalks Southeast corner

Other Entrance to Clackamas High School comprises west leg

2. Desired Roadway Cross Section: (Attach sketch)

Width 12' Per Lane Travel Lanes ~~2~~ 4 Shoulders None

Medians None Parking No

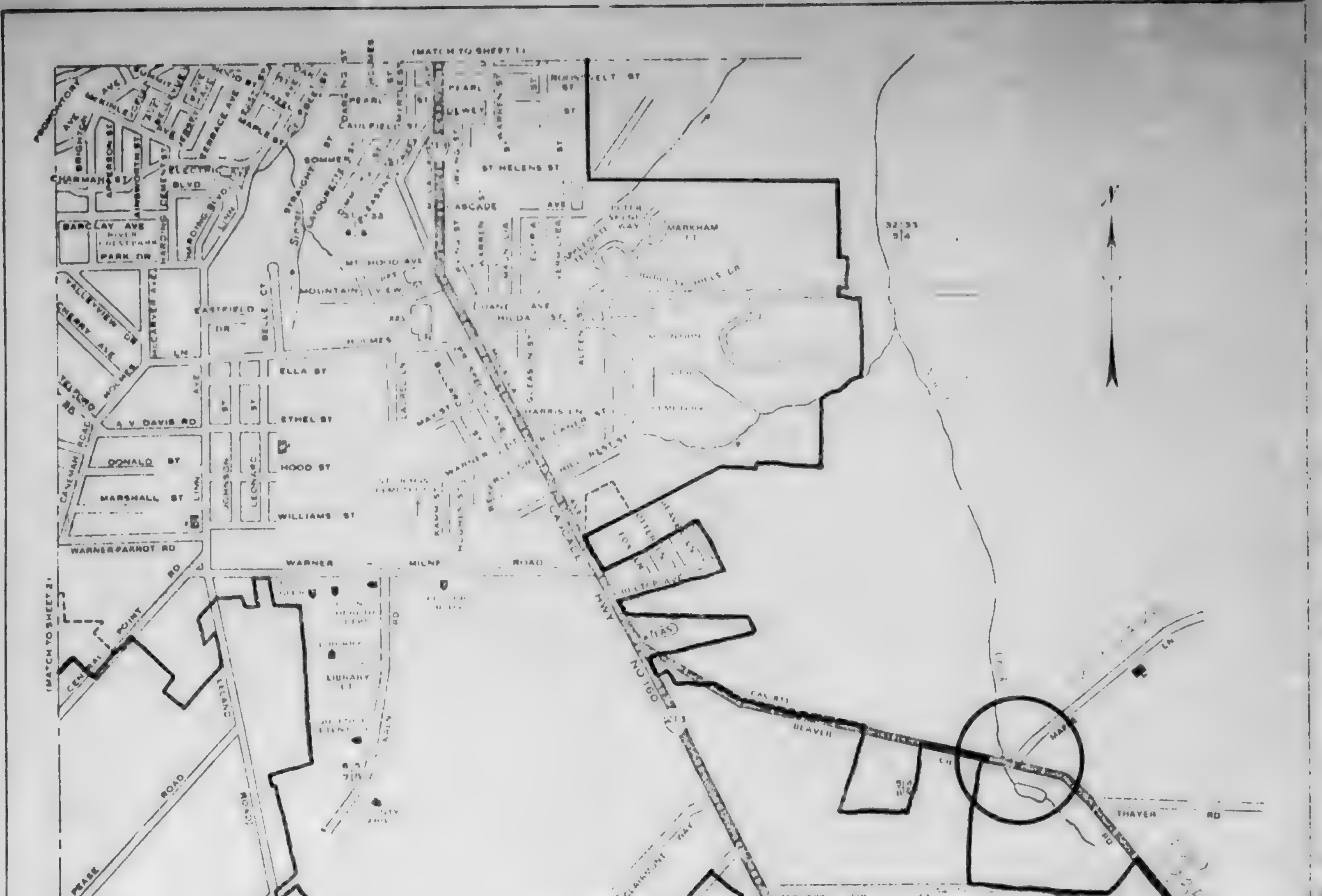
Curbed Yes 52' c-c Length Curb Radii 25'

Sidewalk/Bikeway Both Sides

Other

FOOTNOTES: The FAU System and urban boundaries are being revised in which this intersection has been included. The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and Boundary.

7


(MATCH TO SHEET 1)
(MATCH TO SHEET 2)
ROOSEVELT ST
PEARL
DEWEY
CAULFIELD ST
ST HELENS ST
CASCADE
MARKHAM
BARCLAY AVE
PARK DR
CHARMAN ST
ELECTRIC BLVD
MT HOOD AVE
MOUNTAIN VIEW ST
EASTFIELD DR
HOLMES
BELLE CT
ELLA ST
ETHEL ST
HOOD ST
WILLIAMS ST
A V DAVIS RD
DONALD ST
MARSHALL ST
LINN
JOHNSON
LEONARD
WARNER-PARROT RD
WARNER - MILNE ROAD
HARRISON ST
CENTRAL POINT RD
PEASE ROAD
LELAND ROAD
LONG ROAD
PARTLOW-MEYERS ROAD
GLENVIEW CT
GAFFNEY
BEAVERCREEK RD
THAYER RD
FIR ST
LIBRARY CT
MP 2.88
MP 3.05
MP 3.71
MP 3.55
FAS 811
CLACKAMAS COMMUNITY COLLEGE
T. 2-3 S., R. 2E. W.M.
OREGON CITY
CLACKAMAS COUNTY, OREGON
Population 10 300
SHEET ARRANGEMENT
1
2
3
SHEET 3 OF 3 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF F.A SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R. DEPOT
A ARMORY
CITY LIMITS
L LIBRARY

Are provisions for illumination required? No

Are there any [illegible] existing conditions? No

VI. RAILROAD DATA

1. Does project cross any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distances: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
All work by force account using County forces.

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 30,000.00
Right-of-Way Costs (If participating)	-
Traffic Control	3,500.00
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	3,500.00
PROJECT TOTAL	$ 37,000.00

FOOTNOTES: This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by C.R.A.G. for use of F.A.U.S. FY-74 funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of

By

By

Clackamas County

By Thomas D. Telford

By

By Stan Skoko

3. Temporary Striping:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. LIGHTING/SIGNALS

1. Street Illumination and Location: None

2. Traffic Signalization:

Location: None
Type:

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size:
To Remain in Place?

2. Proposed Structure:

Location NONE

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

COMMENTS:

Description of Proposed Roadway Work **Widening, realigning, and paving.**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width **60'** Minimum **60'** Maximum **60'**

2. Will Additional Right-of-Way Be Needed? **Maybe** Explain **Preliminary Engineering will determine if bank easement is needed.**

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? **Without cost to project .**

4. Will there be any persons displaced from their homes, farms or businesses? **No** If so, explain

5. Will this project affect any park or recreation facility? **No**
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: **None**

2. Proposed Signalization:

Location **Intersection of Beavercreek Road and Maple Lane**

Type **Flasher - Solid State**
Phases
Type of Suspension **Span Wire**
Interconnected **No**
Other

FOOTNOTES:

FAU

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COUNTY & CITY SECTION
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the proposed project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency Clackamas County

Federal Aid System Route No. ______ Route Name Beavercreek Road

Project Name Beavercreek Rd. and Maple Lane

Project Length - Project Location (Attached sketch map)

Project Description Widening Beavercreek Road to accommodate left turn lane for eastbound; realigning the Maple Lane approach to provide better sight distance and installing a Solid State Flasher Signal.

Average Daily Traffic 7500 VPD Design Speed 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

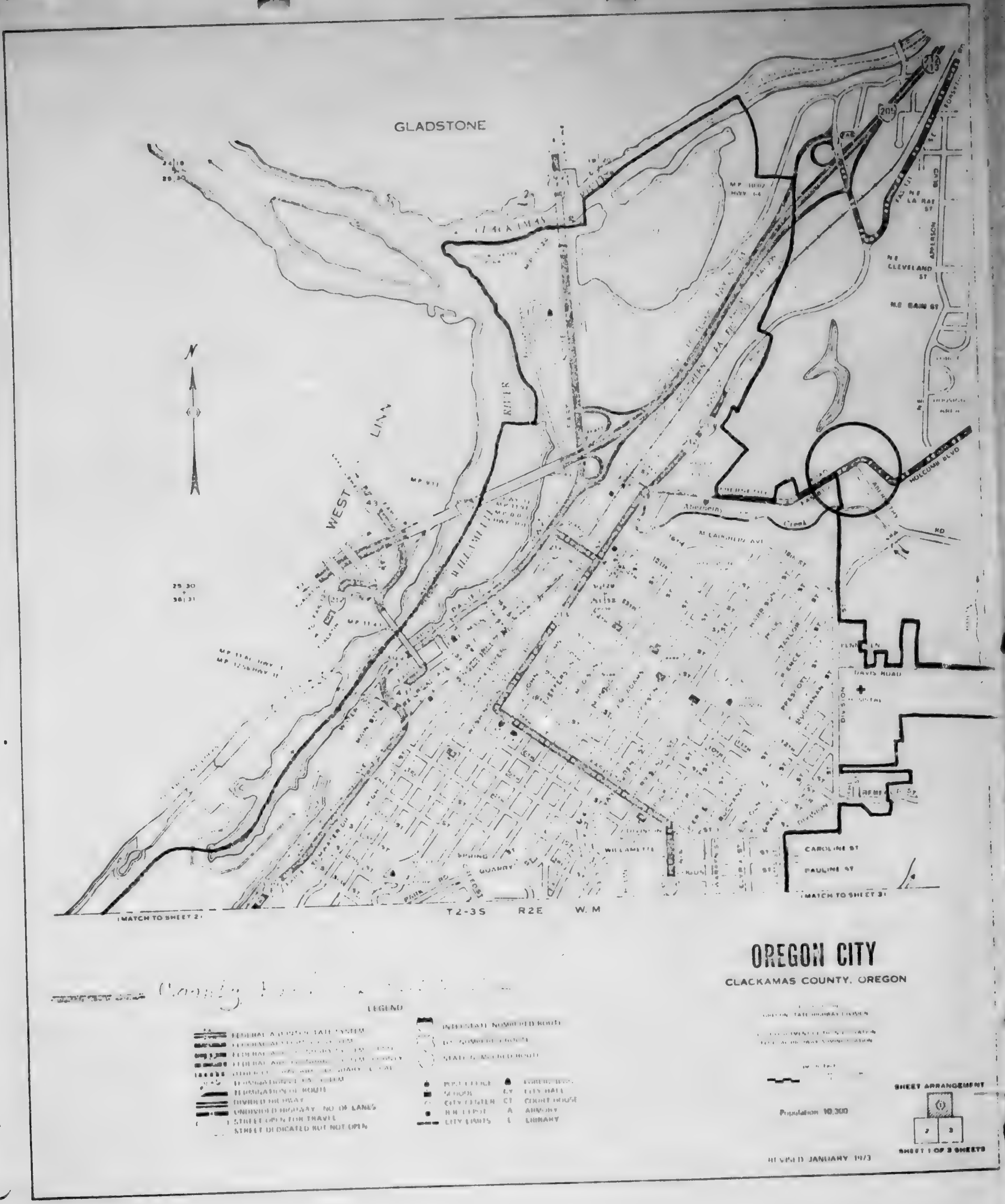
Width 32' Travel Lanes 2 Shoulders ______
Medians None Parking No restrictions
Sidewalks None
Other ______

2. Desired Roadway Cross Section: (Attach sketch)

Width 12' per lane Travel Lanes 2 Shoulders No
Medians 4' + 12' Parking No
Curbed Yes 40' curve Length Curb Radii 25'
Sidewalk/Bikeway ______
Other Left turn bay on Beavercreek Road for southbound traffic.

FOOTNOTES: The F.A.U. System and boundaries are being revised in which this intersection has been included (Beavercreek Rd. is presently on the F.A.S. System). The system has been approved by C.R.A.G. Transportation Committee and sent forward with recommendations for approval of this F.A.U. System and boundary.

✓


GLADSTONE
WEST LINN
RIVER
N
CLACKAMAS
205
NE CLEVELAND ST
NE LA RAE ST
APPERSON BLVD
NE GAIN ST
HOLCOMB BLVD
Abernethy
Creek
RD
DAVIS ROAD
DIVISION
ST
TAYLOR
PIERCE
BUCHANAN
PRESCOTT
FERN LN
WILLAMETTE
SPRING
QUARRY
CAROLINE ST
PAULINE ST
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
T2-3S
R2E
W. M
LEGEND
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
UNDIVIDED HIGHWAY NO OF LANES
DIVIDED HIGHWAY
TERMINATION OF ROUTE
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
RR DEPOT
CITY LIMITS
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
1
2
3
SHEET 1 OF 3 SHEETS

OREGON CITY

CLACKAMAS COUNTY, OREGON

Population 10,300

REVISED JANUARY 1973

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

VI. RAILROADS

1. Are there any railroad crossings? NO Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline ________ Siding ________ Total ________
Angle of Intersection
Sight distance: (Direction) ________ Distance ________
(Direction) ________ Distance ________
Number of Trains: Passenger ________ Speed ________
Freight ________ Speed ________

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
All work by Force Account, using County forces

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ **10,000.00**
Right-of-Way Costs (If participating)	**-**
Traffic Control	**3,500.00**
Illumination	**-**
Structures	**-**
Railroad	**-**
Other	**-**
Preliminary Engineering	**2,500.00**
PROJECT TOTAL	$ **16,000.00**

FOOTNOTES: **This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAUS FY-74 Funds.**

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ________
By ________
By ________

Clackamas County
By Thomas D Telford
By
By Stan Skoko

3. [illegible]:

Include in project or by applicant? **In Project**

4. Pavement Striping:

Include in project or by applicant? **In Project**

IV. ILLUMINATION DATA

1. Present Illumination and Location: **NONE**

2. Proposed Illumination:

Location **NONE**
Type

V. STRUCTURE DATA

1. Existing Structure:

Location **NONE**
Type

Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

COMMENTS:

Description of Proposed Roadway Work **Minor widening, curbing, and paving.**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? No Explain Widening can be accomplished within existing right-of-way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? NONE

4. Will there be any persons displaced from their homes, farms or businesses? NO If so, explain

5. Will this project affect any park or recreation facility? NO If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: NONE

2. Proposed Signalization:

Location At intersection of Redland Road and Holcomb Road

Type Flasher - Solid State

Phases

Type of Suspension Span Wire

Interconnected -

Other -

FOOTNOTES:

FAU

RECEIVED
COUNTY & CITY SECTION
JAN 28 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed project so that the State and Federal Highway Administration will have a better understanding of the intended project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency Clackamas County
Federal Aid System Route No. Proposed FAUS Route Name Redland Road
Project Name Redland Road - Holcomb Road

Project Length ____ Project Location (Attached sketch map)
Project Description The project consists of widening and curbing Redland Road and Holcomb Road, and installing a Solid State flashing signal.

Average Daily Traffic 6,000 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

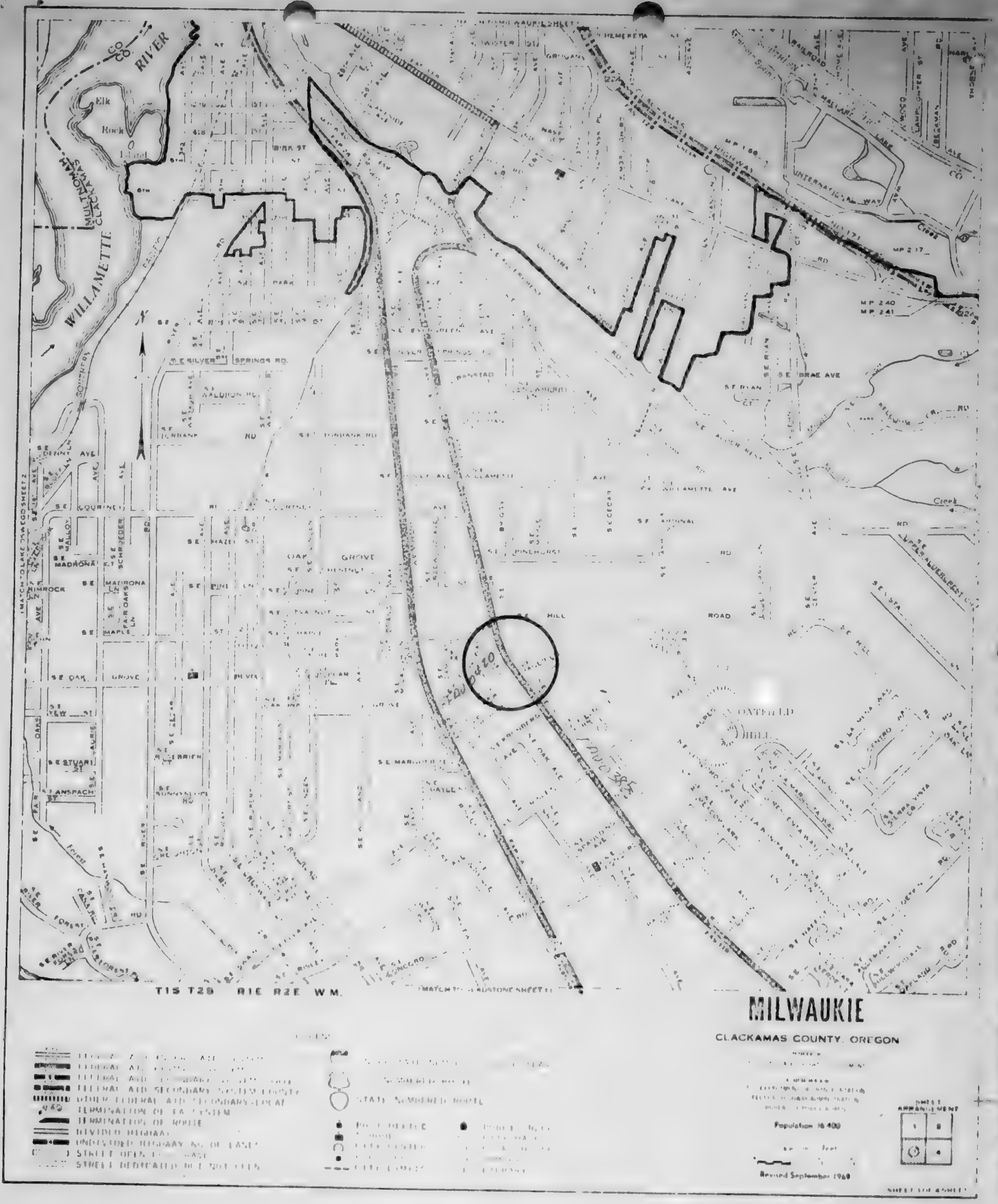
Width 46 Travel Lanes 2 Shoulders Minimal
Medians None Parking No restrictions
Sidewalks None
Other ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 4 Shoulders NONE
Medians NONE Parking NO
Curbed YES Length Curb Radii 25'
Sidewalk/Bikeway ____
Other ____

FOOTNOTES: The FAU System and urban boundaries are being revised in which this intersection has been included. (Redland Road is presently on the FAS System). The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and Boundary.

✓



WILLAMETTE RIVER
Elk Rock Island
MULTNOMAH
CLACKAMAS
SE SILVER SPRINGS RD.
OAK GROVE
SE OAK GROVE
SE HILL ROAD
OATFIELD HILL
SE WILLAMETTE AVE
SE PINEHURST
SE MADRONA LN
SE MAPLE
SE YEW ST
SE STUART ST
SE ANSPACH ST
SE CONCORD
SE SIERRA VISTA
SE LA VISTA WAY
SE VISTA
INTERNATIONAL WAY
CLACKAMAS HIGHWAY
Creek
N
T1S T2S R1E R2E W.M.
MATCH TO GLADSTONE SHEET 11
MATCH TO LAKE OSWEGO SHEET 2
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
STATE NUMBERED ROUTE
POST OFFICE
CITY LIMITS
SHEET ARRANGEMENT
1
2
3
4
SHEET 3 OF 4 SHEETS

Fdu 0420

Fdu 385

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population 16 400

Revised September 1969

TRAFFIC ENGINEERING DIVISION

INTERSECTION VEHICULAR VOLUME

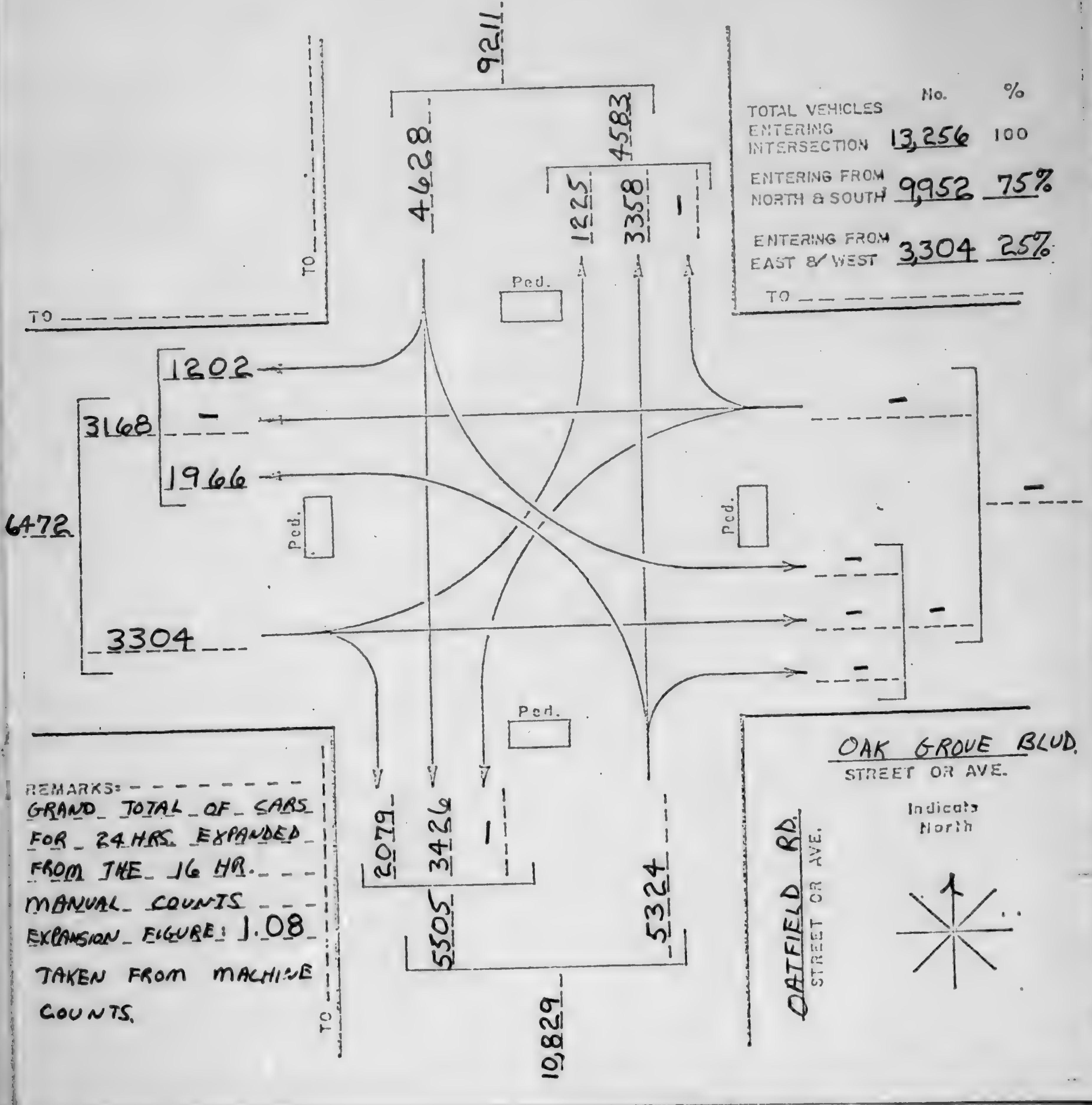
LOCATION: OATFIELD RD.

DATE: 6/6/74

N. E. S. W. OF: OAK GROVE BLVD.

TIME: 6:00AM TO: 10:00 P.M.

BY: LANCE LANDQUIST


9211
4628
4583
1225
3358
1
TO
TO
Ped.
1202
3168
–
1966
6472
Ped.
Ped.
–
–
–
–
–
–
3304
Ped.
2079
3426
1
5305
5324
10,829
TO
OAK GROVE BLVD.
STREET OR AVE.
OATFIELD RD.
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13,256	100
ENTERING FROM NORTH & SOUTH	9,952	75%
ENTERING FROM EAST & WEST	3,304	25%

REMARKS: GRAND TOTAL OF CARS FOR 24 HRS. EXPANDED FROM THE 16 HR. MANUAL COUNTS EXPANSION FIGURE: 1.08 TAKEN FROM MACHINE COUNTS.

CLACKAMAS COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL

WARRANT COMPARISON

LOCATION: OATFIELD RD & OAK GROVE BLVD
JUNE 1974

ITEM	OBSERVED CONDITIONS	MINIMUM WARRANT
MINIMUM VEHICULAR VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	690	500
AVERAGE HOURLY MINOR ST. VOLUME-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	255	150
INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	690	750
AVERAGE HOURLY MINOR ST. VOLUMES-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	255	75
MINIMUM PEDESTRIAN VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX 8 HOURS (TOTAL OF BOTH APPROACHES)	690	600
AVERAGE HOURLY PED. VOL. ACROSS MAJ. ST.-SAME 8 HRS. (HIGHEST VOLUME CROSSWALK)	MINIMAL	150
ACCIDENT EXPERIENCE WARRANT:		
PREVENTABLE ACCIDENTS (LAST 12 MONTHS)	6	5

REMARKS: THE INTERSECTION EXCEEDS BOTH THE MINIMUM VEHICULAR VOLUME & ACCIDENT EXPERIENCE WARRANTS. THE INTERSECTION IS ALSO OVER 80% OF THE INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT

Are provisions for illumination desired? NO

Are there any unusual [illegible] condition? NO

VI. RAILROADS

1. Are there any railroad crossings? NO Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VI.. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Signal Work - By Contract
Roadwork - Force Account by County forces

.. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 20,000.00
Right-of-Way Costs (If participating)	-
Traffic Control	35,000.00
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	3,500.00
PROJECT TOTAL	$ 58,500.00

FOOTNOTES: This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAUS FY-74 Funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

Clackamas County
By
By
By

City of
By
By

3. [illegible]:

Include in [illegible] In Project

4. [illegible]:

Include in project [illegible] by [illegible] In Project

IV. [illegible]

1. [illegible] NONE

2. [illegible]:

Location: NONE

Type

V. [illegible]

[illegible]

Location NONE

Type

[illegible]

To [illegible] in place?

b. [illegible]:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalks/bikeways desired?

Are any utilities to be attached to structure?

[illegible]

Description of Proposed Roadway Work **Widening, curbing and paving.**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? NO Explain
Widening can be accomplished within existing right-of-way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? DNA

4. Will there be any persons displaced from their homes, farms or businesses?
NO If so, explain

5. Will this project affect any park or recreation facility? NO
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: NONE

2. Proposed Signalization:

Location Intersection of Oatfield Road and Oak Grove Blvd.

Type Fully actuated - Solid State
Phases
Type of Suspension Span Wire
Interconnected NO
Other Pedestrian Sequences

FOOTNOTES: Signal warrants attached

FAU
X

RECEIVED
COUNTY & CITY SECTION
JAN 28 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed project; so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency Clackamas County
Federal Aid System Route No. Proposed FAUS Route Name Oatfield Road
Project Name Oatfield Road - Oak Grove Blvd.

Project Length - Project Location (Attached sketch map)
Project Description The project consists of widening and curbing Oatfield Road to accommodate four (4) lanes of traffic at the intersection; also, allowing bus stops on the outside lanes and installing a multi-phase, fully actuated traffic signal with pedestrian sequence.

Average Daily Traffic 10,800 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

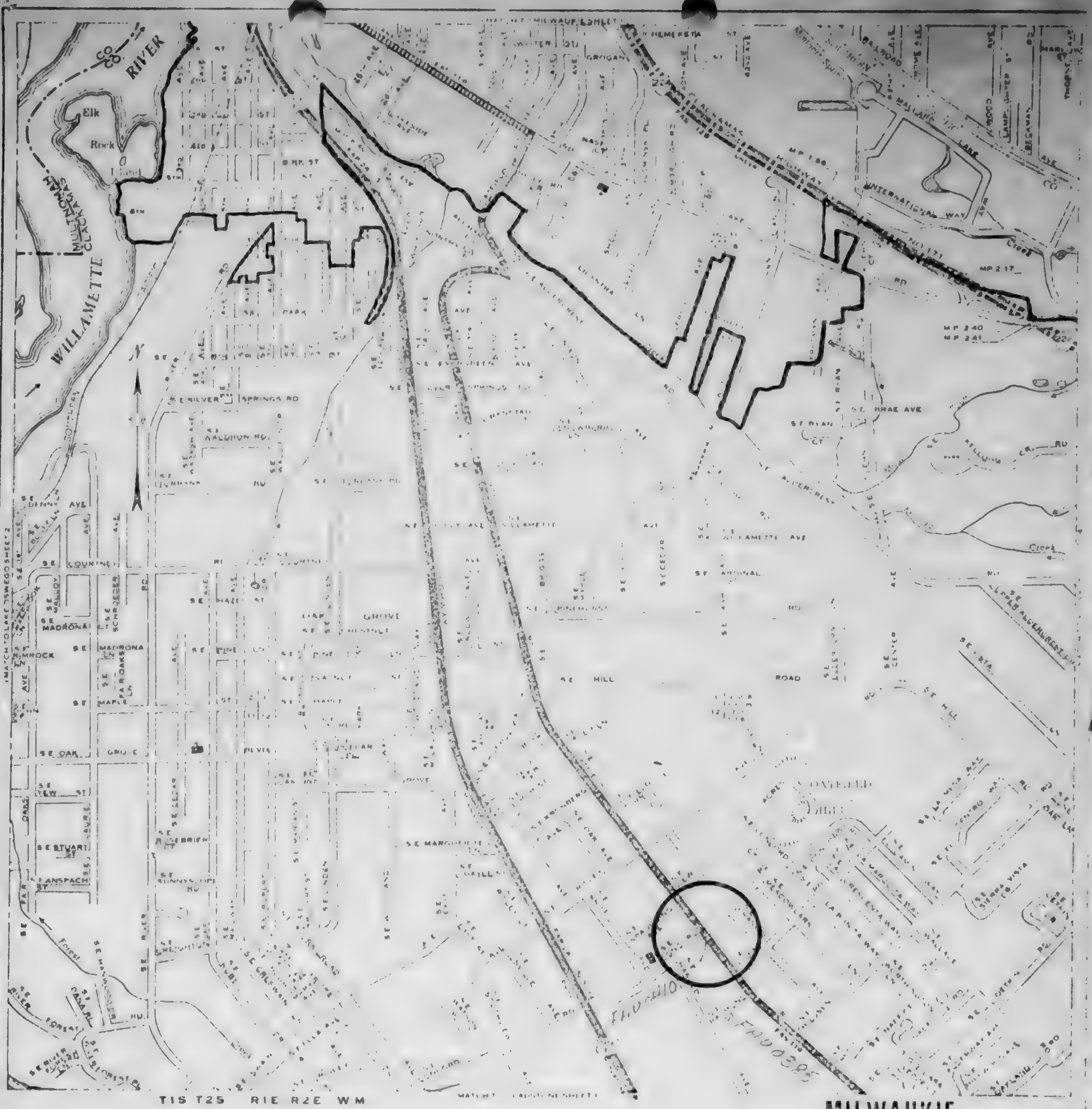
Width 34' Travel Lanes 2 Shoulders 9'
Medians NONE Parking No Restriction
Sidewalks NONE
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 12' per lane Travel Lanes 4 Shoulders NONE
Medians NONE Parking NONE
Curbed YES Length Curb Radii 25'
Sidewalk/Bikeway Both sides
Other

FOOTNOTES: The FAU System and Urban Boundaries are being revised in which this intersection is being included (Oatfield Road is presently on the FAS System). The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and Boundary.

✓


WILLAMETTE
RIVER
Elk
Rock
MULTNOMAH
CLACKAMAS
N
SE SILVER SPRINGS RD
SE DENNY AVE
SE MADRONA CT
SE OAK GROVE
OAK GROVE
SE HILL ROAD
SE WILLAMETTE AVE
SE RHAE AVE
SE RYAN CT
SE STUART ST
SE LANSPACH ST
SE RIVER FOREST RD
INTERNATIONAL WAY
MP 2.17
MP 2.40
MP 2.41
Creek
FAU 0110
FAU 0395

T1S T2S R1E R2E WM

MILWAUKIE

CLACKAMAS COUNTY OREGON

Population 16 400

Revised September 1969

SHEET ARRANGEMENT

1	2
③	4

FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

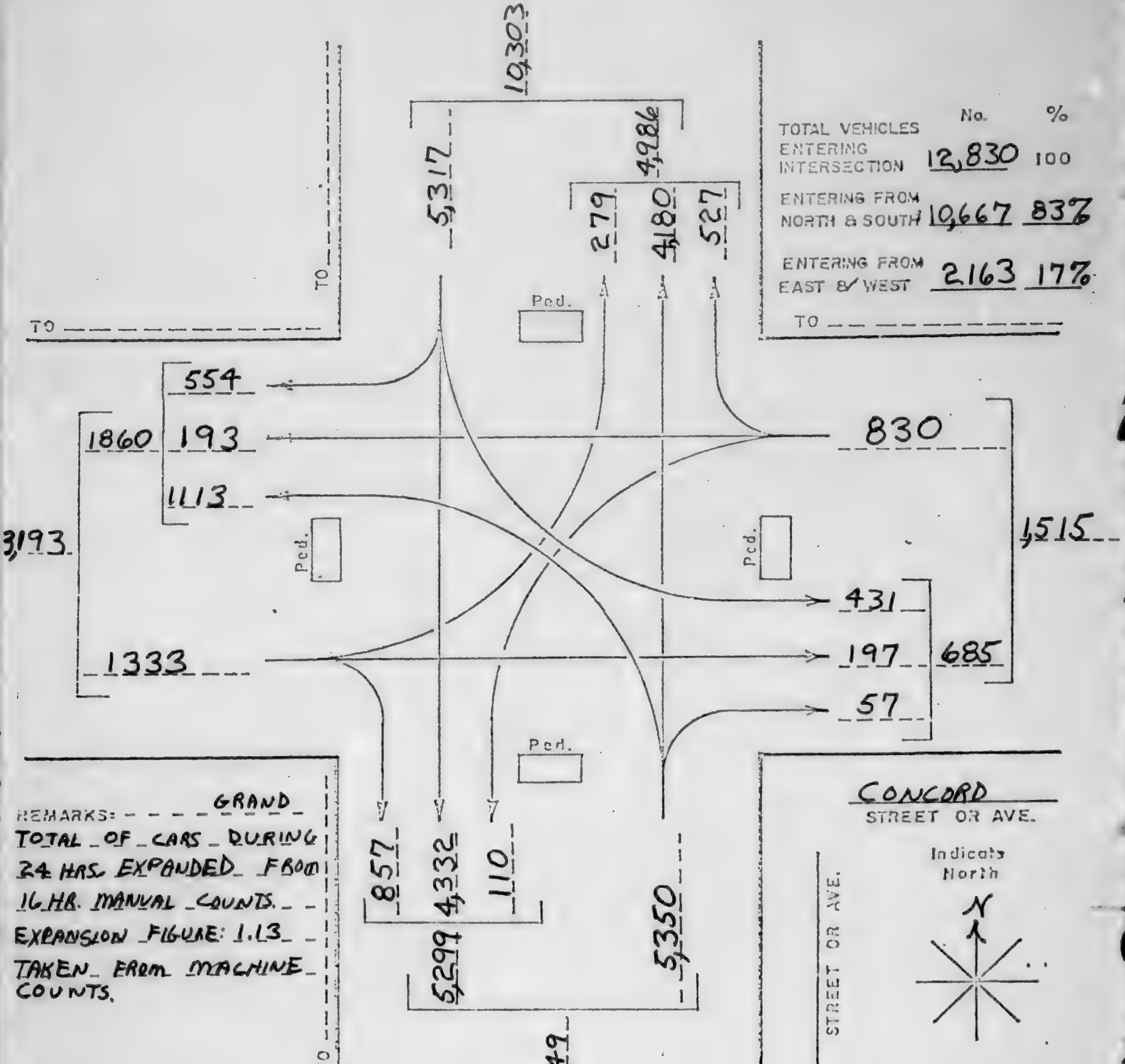
TRAFFIC ENGINEERING DIVISION

INTERSECTION VEHICULAR VOLUME

LOCATION: OATFIELD RD. & CONCORD. RD. DATE: 6/11/74

N. E. S. W. OF: ____ TIME: 6:00 A.M. TO: 10:00 P.M.

BY: LANCE LANDQUIST


10,303
5,317
4,986
279
4,180
527
Ped.
TO
TO
554
1860
193
1113
3,193
Ped.
1333
830
1,515
Ped.
431
197
685
57
Ped.
857
4,332
110
5,299
5,350
10,649
TO
STREET OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12,830	100
ENTERING FROM NORTH & SOUTH	10,667	83%
ENTERING FROM EAST & WEST	2,163	17%

TO ____

REMARKS: GRAND TOTAL OF CARS DURING 24 HRS. EXPANDED FROM 16 HR. MANUAL COUNTS. EXPANSION FIGURE: 1.13 TAKEN FROM MACHINE COUNTS.

CONCORD
STREET OR AVE.

CLACKAMAS COUNTY DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION

TRAFFIC SIGNAL

WARRANT COMPARISON

[illegible]

ITEM	OBSERVED CONDITIONS	MINIMUM WARRANT
MINIMUM VEHICULAR VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	737	500
AVERAGE HOURLY MINOR ST. VOLUME-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	102	150
INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX. 8 HOURS (TOTAL OF BOTH APPROACHES)	737	750
AVERAGE HOURLY MINOR ST. VOLUMES-SAME 8 HOURS (HIGHEST HOURLY VOLUMES FROM EITHER APPROACH)	102	75
MINIMUM PEDESTRIAN VOLUME WARRANT:		
AVERAGE HOURLY VOLUME ON MAJOR ST.-MAX 8 HOURS (TOTAL OF BOTH APPROACHES)	737	600
AVERAGE HOURLY PED. VOL. ACROSS MAJ. ST.-SAME 8 HRS. (HIGHEST VOLUME CROSSWALK)	SEE BELOW	150
ACCIDENT EXPERIENCE WARRANT:		
PREVENTABLE ACCIDENTS (LAST 12 MONTHS)	7	5

REMARKS: THE INTERSECTION EXCEEDS BOTH THE "ESTABLISHED SCHOOL CROSSING" WARRANT #4 AND THE ACCIDENT EXPERIENCE WARRANT- THE INTERSECTION IS OVER 80% OF THE MINIMUM VEHICULAR VOLUME & INTERRUPTION OF CONTINUOUS TRAFFIC WARRANTS

Are provisions for illumination desired? NO

Are there any unusual or [illegible] location conditions? NO

VI. RAILROAD DATA

1. Are there any railroad crossings? NO Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Signal Work - By Contract
Road Work - Force Account by County Forces

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 30,000.00
Right-of-Way Costs (If participating)	-
Traffic Control	35,000.00
Illumination	-
Structures	-
Railroad	-
Other	-
Preliminary Engineering	3,500.00
PROJECT TOTAL	$ 68,500.00

FOOTNOTES: This project is one of the projects submitted under the National Transportation Energy Conservation Action Plan approved by CRAG for use of FAUS FY-74 Funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Clackamas County
By Thomas D. Telford
By
By Stan Skoko

3. Pavement Marking:

Include in project or by applicant? In Project

4. Permanent Striping:

Include in project or by applicant? In Project

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location None

Type

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Size

To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work **Widening, Curbing and Paving**

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width **60** Minimum **60** Maximum **60**

2. Will Additional Right-of-Way Be Needed? **No** Explain
Widening can be accomplished within existing right-of-way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? **DNA**

4. Will there be any persons displaced from their homes, farms or businesses?
NO If so, explain

5. Will this project affect any park or recreation facility? **NO**
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: **NONE**

2. Proposed Signalization:

Location **Intersection of Oatfield Roadand Concord Road**

Type **Fully actuated - Solid State**
Phases **2**
Type of Suspension **Span Wire**
Interconnected **No**
Other **Pedestrian sequence will be included for adjacent school crossing.**

FOOTNOTES: **Signal warrants are attached.**

RECEIVED
COUNTY & CITY SECTION
JAN 28 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FA
X

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1-17-75

Applicant Agency Clackamas County

Federal Aid System Route No. Proposed FAUS Route Name Oatfield Road

Project Name Oatfield Road - Concord Road

Project Length - Project Location (Attached sketch map)

Project Description The project consists of widening and curbing Oatfield Road to accomodate four (4) traffic lanes allowing transit bus stops in the outside lanes, curbing Concord Rd. and installing a multi-phase fully actuated traffic signal with pedestrian sequence.

Average Daily Traffic 10,400 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 feet Travel Lanes 2 Shoulders Minimal
Medians None Parking No Restrictions
Sidewalks None
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 12' per lane Travel Lanes 4 Shoulders None
Medians None Parking None
Curbed Yes Length Curb Radii 25 feet
Sidewalk/Bikeway Both sides
Other

FOOTNOTES: The FAU System and urban boundaries are being revised in which this intersection has been included. (Oatfield Road is presently on the FAS System). The system has been approved by CRAG Transportation Committee and sent forward with recommendations for approval of this FAU System and Boundary.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 17, 1975

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Department
PO Box 02157
Portland, Oregon 97202

SS RE RME RCE FAE
TE RECEIVED RSM
UE JAN 20 1975 RSC
REGION 1
LOC

ATTENTION: Jon Rose

Enclosed find seven projects, previously approved by CRAG, that are being submitted for funding through the F.A.U. System funds.

Please review the following projects and forward to Mr. Richard Unrein for processing.

1.	Oatfield Road	- Concord Road	Est. Cost	$68,500.00
2.	Oatfield Road	- Oak Grove Boulevard	Est. Cost	$58,500.00
3.	King Road	- Bell Avenue	Est. Cost	$40,500.00
4.	Beavercreek Rd.	- Maple Lane	Est. Cost	$37,000.00
5.	Webster Road	- Lake Road	Est. Cost	$51,500.00
6.	Redland Road	- Holcomb Road	Est. Cost	$16,000.00
7.	King Road	- Linwood Road	Est. Cost	$ 1,750.00
			ESTIMATED TOTAL COST	$273,750.00

However, if you have any questions, please feel free to contact us.

WINSTON W. KURTH - County Engineer

BY Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/fh

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FAU

FORM 81-734-3030

FILE: INT 5-2

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 24, 1975

FROM: JON ROSE
Regional Federal Aid Engineer

SUBJECT: Project Requests
Clackamas County

TO: Dick Unrein
Urban Engineer

Here are seven project requests from Clackamas County, previously proposed under the National Transportation Energy Conservation Action Plan and submitted now for FAUS funding. All have had CRAG approval and all lie on the FAU system as shown on the revised Portland Urban Area map which is nearly ready for final submittal to FHWA.

Ron Failmezger, Region I Traffic Engineer, has reviewed these projects and raises some questions that might be considered.

No. 1 and 2 Left turn problems

No. 5 Interconnect seems costly for a minimum benefit

No. 7 This intermittent operation seems unlikely to qualify for FHWA approval

Please review these requests and forward for further processing.

Unrein
[illegible]

RECEIVED
COUNTY & CITY SECTION
JAN 28 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

JR/b
att
cc: L. E. George

2/6/75 Called Jon Rose - asked for clarification on typical section for:
#(5) Webster - Lake Rd.
(4) Beavercreek - Maple Lane.
Also requested specific recommendations from Region, rather than just raising questions. Also should these be let as one contract.

FORM E-30

REGON STATE HIGHWAY D SION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE January 28, 1976

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

SUBJECT Right of Way Status
FA Projects
2-26-76 Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject projects.

No additional right-of-way was required for the following projects:

I-80N-8 (31) 376 Idaho Avenue Interchange (Ontario)
M-0385 (1) S. E. Lake Rd. - S. E. 82nd Drive
M-000S (1) Clackamas County Traffic Signals
M-0970 (1) Hawthorne Br. (Cable Repl)
LSF - 27 (3) N. W. 185th Avenue Interchange

No individuals or families have been displaced on the following project:

U S - 265 (14)
M - 1560 (3) 25th St. - Lancaster Drive Interchange

Although all necessary rights of way have not been fully acquired on the above project, the right to occupy and to use all rights of way required for the proper execution of the project has been acquired. On some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands have vacated, and the State has physical possession.

All right of way has been acquired in accordance with current F.H.W.A. directives covering the acquisition of real property.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

PROJECT MANAGEMENT
JAN 28 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

JRO:lb
cc: R. L. Schroeder
V. E. Skoog
James E. Chidsey
Neil Flanagan
Duane Ridings
Frank Lowe

[illegible]

fau

FORM E-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 6, 1975

TO Donald N. Harwell
County-City Engineer

Attention: Richard Unrein
Urban Engineer

L. E. George

FROM L. E. George
Traffic Engineer

SUBJECT Part-time Left-turn Restriction
FAU Project Request
Clackamas County

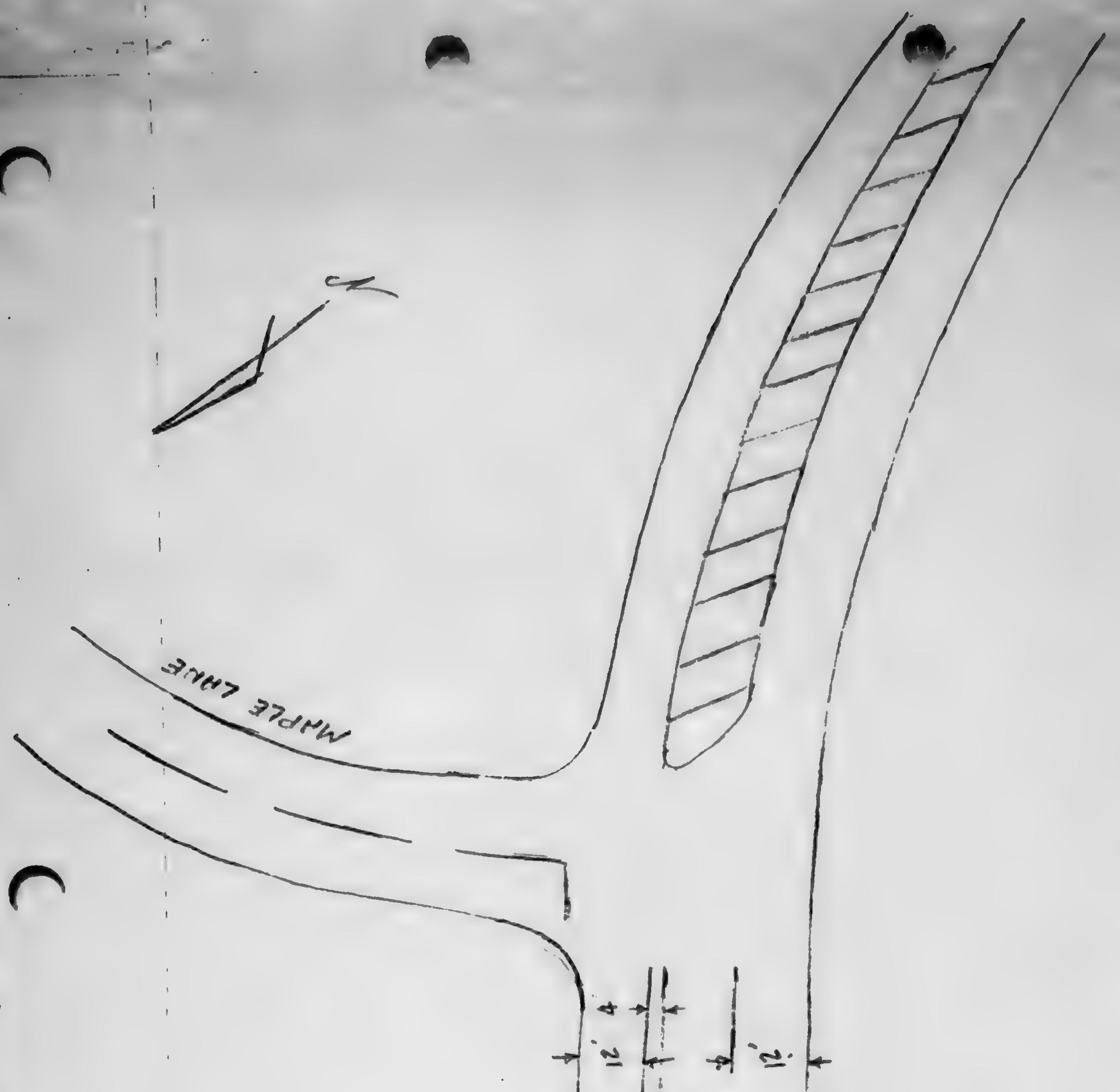
The proposed part-time left-turn restriction at the intersection of King Road and Linwood Avenue in Clackamas County appears to be justified based on the left-turn accident history. Assuming that suitable alternate routes are available for the left-turn movements we would have no objection to this project.

RDT/TL:rj

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 7 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

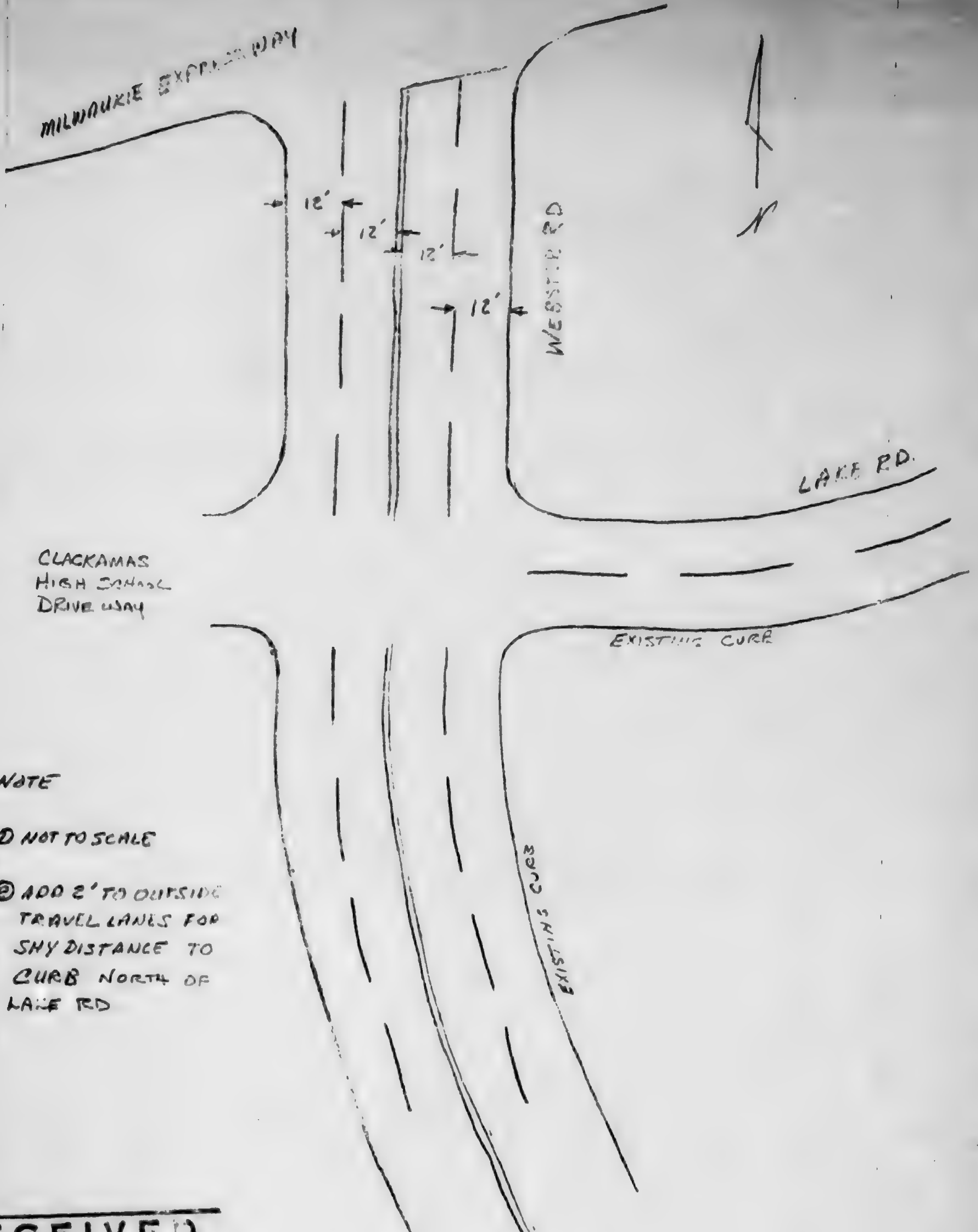

MAPLE LANE
12'
4'
12'
12'
12'
BEAVERCREEK RD

NOTE:

① DRAWING NOT TO SCALE

② ADD 2 FEET TO TRAVEL LANES
FOR SHY DISTANCE TO CURB

RECEIVED
COUNTY & CITY SECTION
FEB 18 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


MILWAUKIE EXPRESSWAY
12'
12'
12'
12'
WEBSTER RD
N
LAKE RD.
CLACKAMAS
HIGH SCHOOL
DRIVE WAY
EXISTING CURB
EXISTING CURB

NOTE

① NOT TO SCALE

② ADD 2' TO OUTSIDE TRAVEL LANES FOR SHY DISTANCE TO CURB NORTH OF LAKE RD

RECEIVED
COUNTY & CITY SECTION
FEB 13 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ BE ☐ RPE ☐

FAU

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS

OHN C. McINTYRE
RECTOR

NSTON W. KURTH

AVID J. ABRAHAM

[illegible] DOPP

February 7, 1975

RE LRK RCE
RECEIVED
RCM
1975

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Department
PO Box 02157
Portland, Oregon 97202

ATTENTION: Jon Rose

Enclosed please find the two sketches of the intersections that you have requested.

If you have any more questions, please feel free to contact us.

WINSTON W. KURTH - County Engineer

BY Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer

/fh

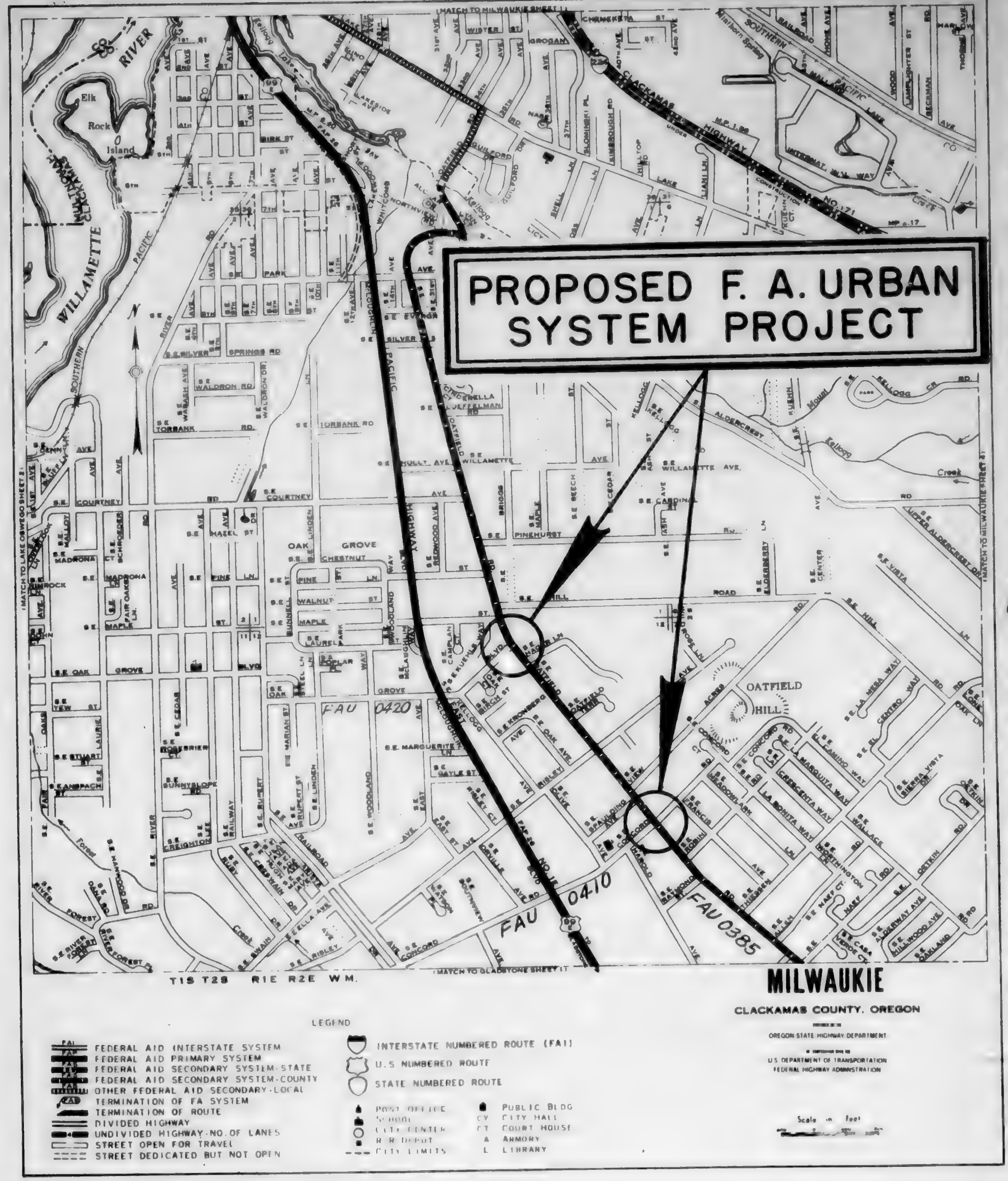
Hopkins ✓
Harwell ✓
Holmes ✓
Prange
Unrein

RECEIVED

FEB 13 1975

COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 0420
FAU 0410
FAU 0385
MATCH TO MILWAUKIE SHEET 1
MATCH TO GLADSTONE SHEET 1
MATCH TO LAKE OSWEGO SHEET 2
MATCH TO MILWAUKIE SHEET 3
WILLAMETTE RIVER
Elk Rock Island
OAK GROVE
OATFIELD HILL
Kellogg Creek
T1S T2S R1E R2E W.M.
MILWAUKIE
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

CLACKAMAS COUNTY
Proposed Urban System Project[2]

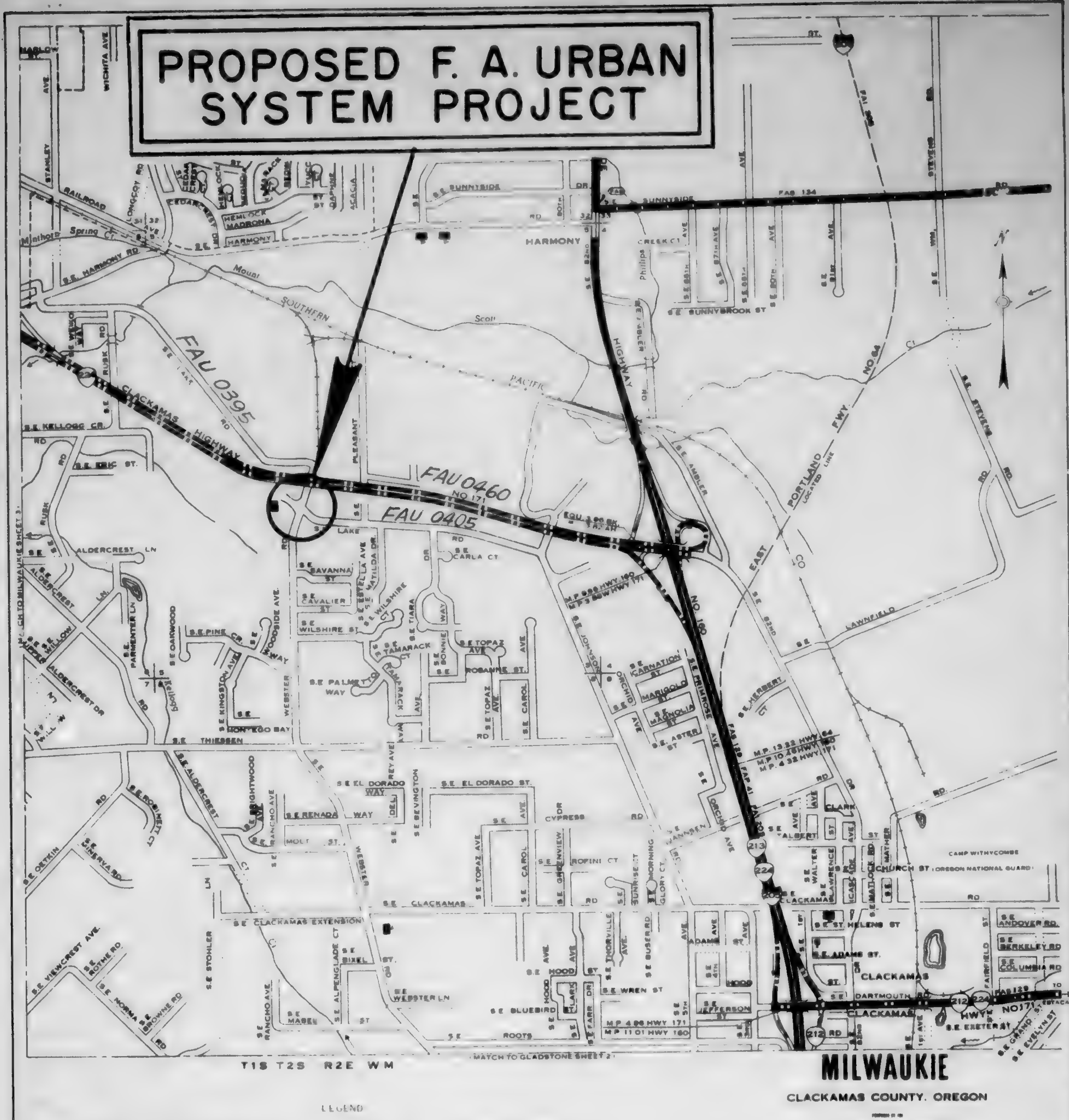
S. E. Oatfield Road (FAU 0385) at S. E. Grove Boulevard and
S. E. Concord Road
Grading, paving and traffic signals; $130,000

This project entails all the work and costs to widen and signalize Oatfield Road at its intersections with Oak Grove Boulevard and Concord Road.

Provide all necessary engineering.

Provide required traffic signals.

75-b
2/13/75


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 0395
FAU 0460
FAU 0405
CLACKAMAS HIGHWAY
NO 171
HARMONY
SUNNYSIDE
FAS 134
SOUTHERN PACIFIC
EAST PORTLAND FWY NO 64
LOCATED LINE
NO 160
CLACKAMAS
CAMP WITHYCOMBE
OREGON NATIONAL GUARD
FAS 129
HWY NO 171
TO ESTACADA
212
224
213
M P 4 96 HWY 171
M P 11 01 HWY 160
M.P. 13.93 HWY 64
M.P. 10.46 HWY 160
M.P. 4.32 HWY 171
T1S T2S R2E WM
MATCH TO GLADSTONE SHEET 2
MILWAUKIE
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
CITY HALL
ARMORY
LIBRARY

CLACKAMAS COUNTY
Proposed Urban System Project[3]

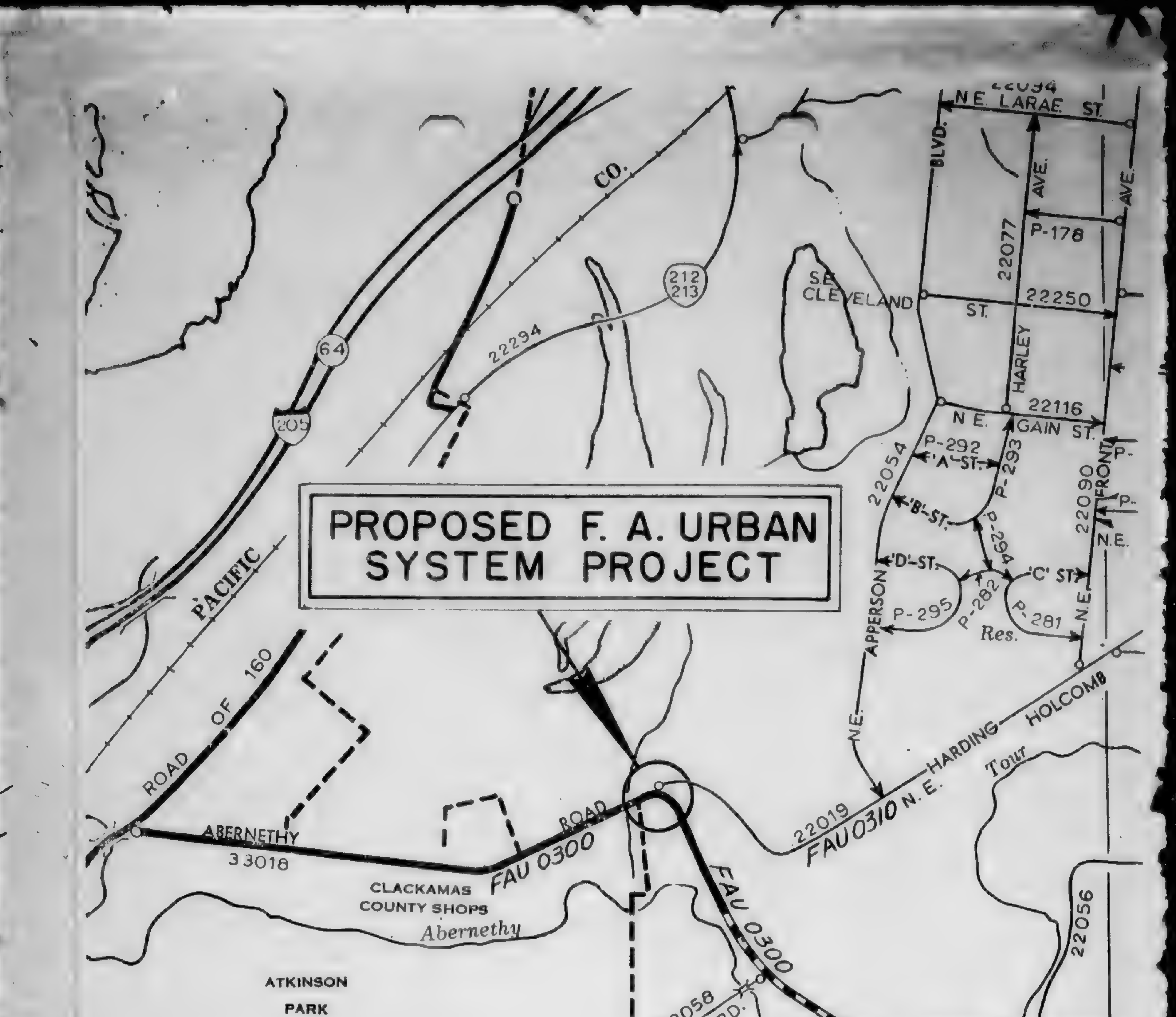
S. E. Webster Road (FAU 0395) at S. E. Lake Road
Grading, paving and traffic signals; $55,000

This project entails all the necessary work and costs to widen and signalize Webster Road at its intersection with Lake Road.

Perform all necessary engineering.

Provide required traffic signals.

PROPOSED F. A. URBAN SYSTEM PROJECT


22094
N.E. LARAE ST.
BLVD.
AVE.
AVE.
P-178
22077
CO.
212
213
S.E. CLEVELAND
ST.
22250
HARLEY
22294
64
205
22116
N.E. GAIN ST.
P-292
'A'-ST.
22054
P-293
P-
P-
22090
FRONT
'B'-ST.
P-294
N.E.
PACIFIC
'D'-ST.
'C' ST.
APPERSON
P-295
P-282
P-281
N.E.
Res.
ROAD OF 160
N.E.
HOLCOMB
HARDING
N.E.
Tour
22019
FAU 0310
ABERNETHY
33018
ROAD
FAU 0300
CLACKAMAS COUNTY SHOPS
Abernethy
FAU 0300
22056
ATKINSON PARK
22058
OGLESBY RD.
REDLAND
29
28
32
33
OREGON CITY
N
Newell
DAVIS RD.
22076
Creek

CLACKAMAS COUNTY
Proposed Urban System Project[4]

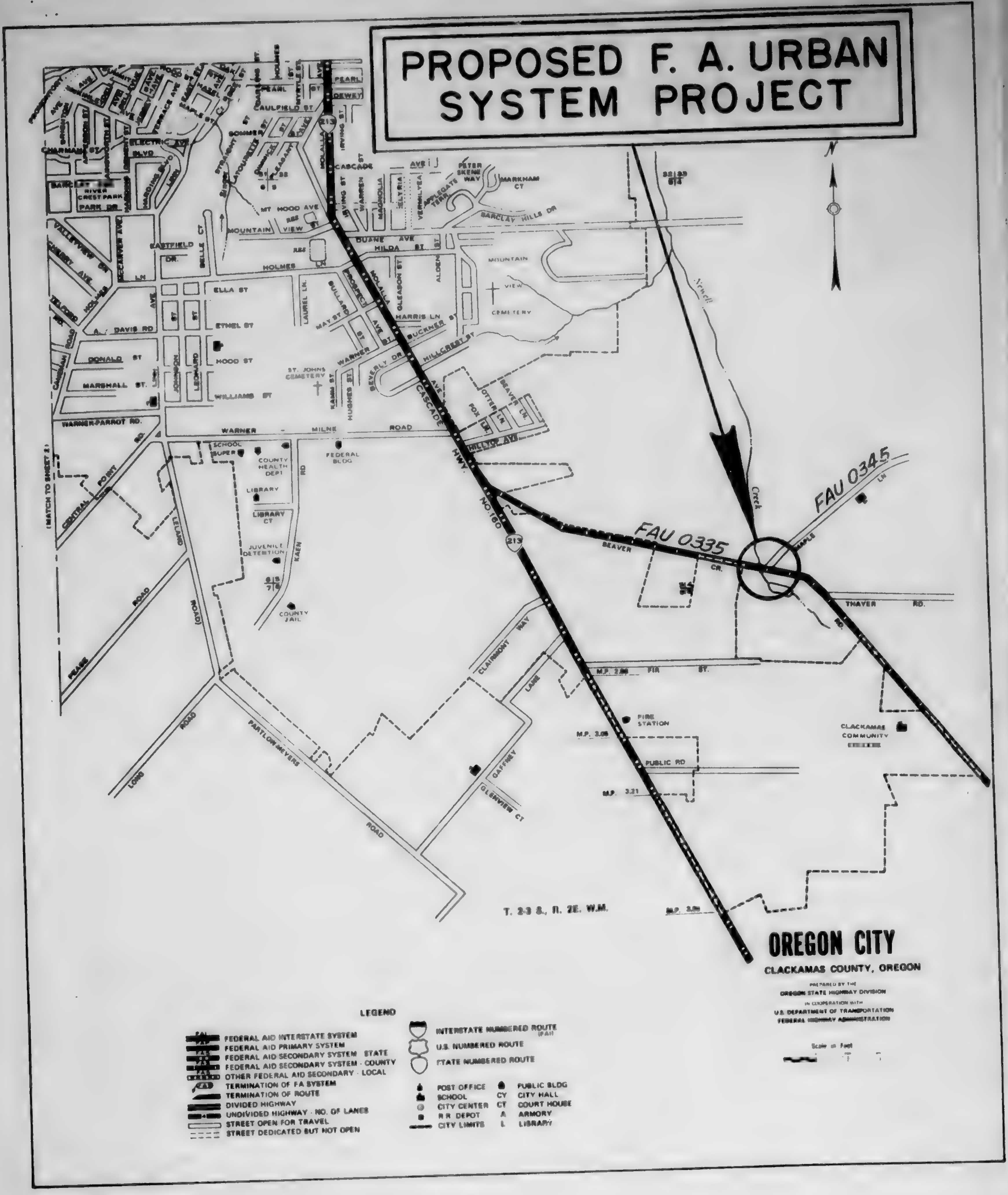
Redland Road (FAU 0300) at Holcomb Road
Grading, paving and signals; $20,000

This project entails all the necessary work and costs to widen and improve the intersection at Redland and Holcomb Roads.

Perform all necessary engineering.

Provide necessary traffic signals.

PROPOSED F. A. URBAN SYSTEM PROJECT


N
FAU 0335
FAU 0345
Beaver Cr.
Newell Creek
Maple Ln
Thayer Rd.
213
Molalla Ave
Cascade Hwy. No. 160
Warner - Milne Road
Warner-Parrot Rd.
Central Point Rd.
Leland Road
Pease Road
Long Road
Partlow-Meyers Road
Claremont Way
Gaffney Lane
Glenview Ct
Fir St.
Public Rd
Fire Station
Clackamas Community College
Mountain View Cemetery
St. Johns Cemetery
School Super.
County Health Dept
Federal Bldg
Library
Library Ct
Juvenile Detention
County Jail
Kaen Rd
Holmes Ln
Ella St
Ethel St
Hood St
Donald St
Marshall St.
Williams St
Davis Rd
Beverly Dr
Hillcrest St
Buckner St
Harris Ln
Hilltop Ave
Duane Ave
Hilda St
Mountain View
Mt Hood Ave
Barclay Hills Dr
Markham Ct
Peter Skene Way
Cascade
Caulfield St
Pearl
Dewey
Irving St
Eastfield Dr.
Belle Ct
Telford
Valleyview Dr
River Crest Park
Charman St
Electric Ave
Barclay St
Park Dr.
M.P. 2.86
M.P. 3.08
M.P. 3.21
M.P. 3.51
T. 2-3 S., R. 2E. W.M.
(Match to Sheet 2)
OREGON CITY
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

CLACKAMAS COUNTY
Proposed Urban System Project[5]

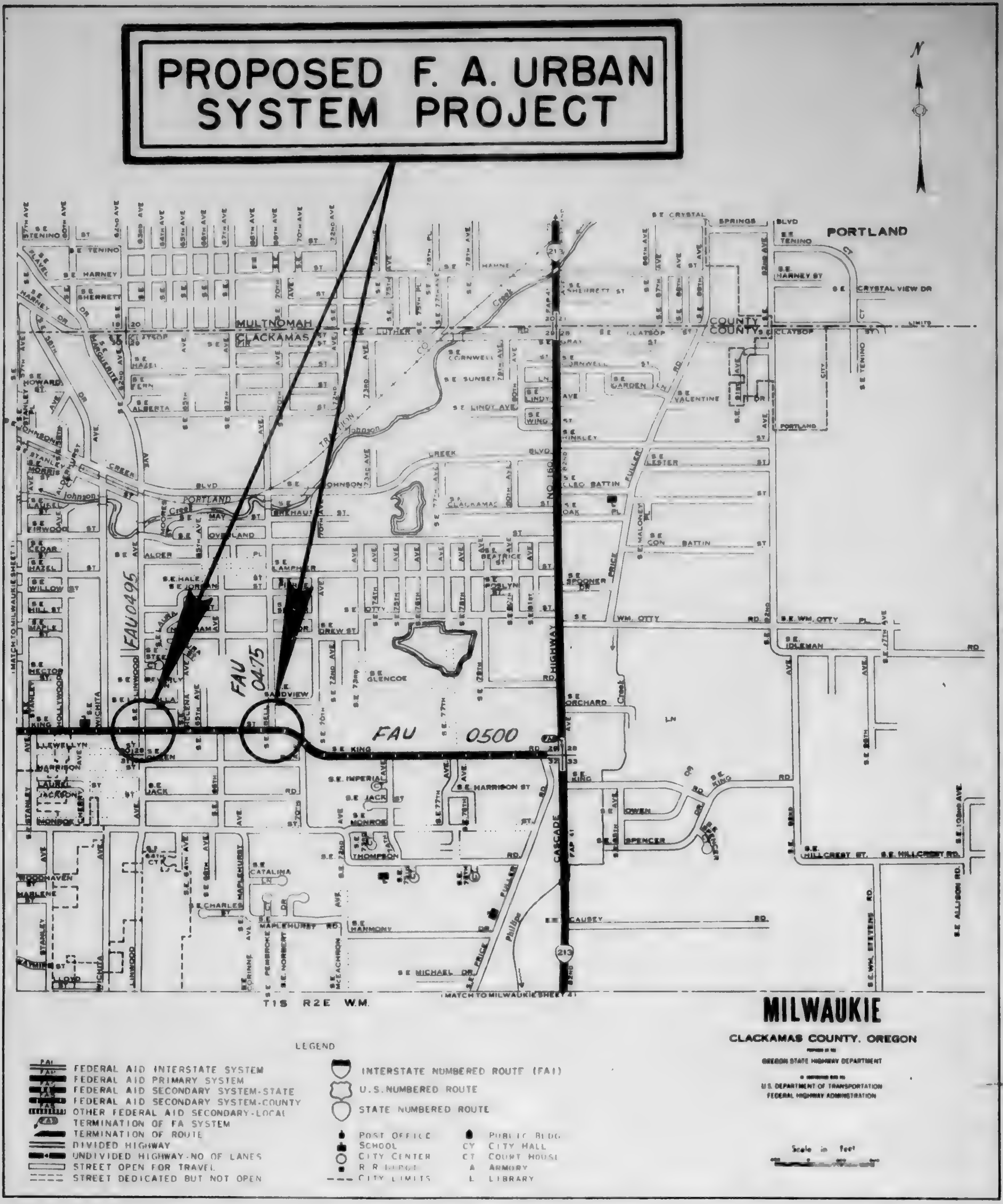
Beavercreek Road (FAU 0335) at Maple Lane
Grading, paving and traffic signals; $40,000

This project entails all the necessary work and costs to widen Beavercreek Road to provide a left-turn lane and realign the Maple Lane approach.

Perform all necessary engineering.

Provide necessary traffic signals.

75-b
2/13/75



PROPOSED F. A. URBAN SYSTEM PROJECT

N
FAU 0495
FAU 0475
FAU 0500
PORTLAND
MULTNOMAH
CLACKAMAS
MULTNOMAH COUNTY
CLACKAMAS COUNTY
JOHNSON CREEK BLVD
SE KING RD
HIGHWAY NO 160
CASCADE HIGHWAY
213
T1S R2E W.M.
MATCH TO MILWAUKIE SHEET 4
MILWAUKIE
CLACKAMAS COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in feet

CLACKAMAS COUNTY
Proposed Urban System Project[1]

S. E. King Road (FAU 0500) at S. E. Bell Avenue
and S. E. Linwood Avenue
Grading, paving and traffic singals; $45,000

This project entails all the work and costs to widen and signalize the Bell Avenue intersection and to provide clock-controlled left-turn restrictions at the Linwood intersection.

Provide all necessary engineering.

Provide required traffic signals.

75-b
2/13/75

CLACKAMAS COUNTY
Proposed Urban System Project

Clackamas County Traffic Signals Section
Various County Roads (seven intersections)
Grading, paving and traffic signals; $290,000

This project basically entails signalization and channelization of intersections at the following locations (see attached descriptions):

1. S. E. King Road (FAU 0500) at S. E. Bell Avenue and S. E. Linwood Avenue.
2. S. E. Oatfield Road (FAU 0385) at S. E. Oak Grove Boulevard and S. E. Concord Road.
3. S. E. Webster Road (FAU 0395) at S. E. Lake Road.
4. Redland Road (FAU 0300) at Holcomb Road.
5. Beavercreek Road (FAU 0335) at Maple Lane.

It is proposed to contract the traffic signals and to utilize County forces for the channelization work.

75-b
2/13/75

SUMMARY
Proposed Urban System Projects

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Baker	Campbell Ave.-Auburn Ave. Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Clackamas Co. Traffic Signals (7) Various County Roads	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St. Kings Valley Hwy., FAU 6031 and Washington St.-Clay St. Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St. Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits Bay Boulevard, FAU 6850	100,000	78,000	11,000
Oregon City	Cascade Hwy. (FAU 0315) at Beavercreek Rd.	~~80,000~~	~~62,400~~	8,800
Portland	Powell Blvd. (FAU 0640) at S. E. 47th and 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St. Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Springfield Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Br. W. Tenth St., FAU 4020	145,000	113,100	15,950
	Total New Projects	$1,645,000	$1,283,100	$180,950

75-b
2/13/75

(8) & (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

(10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund

RU:scr ms

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State ~~Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

Another factor which should be considered is the possibility of a fire pre-emption signal at the Expressway intersection. Based on the information obtained it would be questionable as to whether or not a signal should be installed as the warrants are just barely met. If a signal is installed we would agree that an interconnect with the Milwaukie Expressway signal seems costly for a minimum benefit. However since the signal could create problems with the computerized system on the expressway and due to other operational problems it is felt that we should discourage the installation of a signal at the intersection of Webster Road and Lake Road.

DKH:cr
cc: L. W. Rulien ✓

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
[illegible] ENGINEER		
[illegible] ENGR.		
[illegible] ENGR.		
[illegible]-CITY	NA	
[illegible] AID		
[illegible]-NECOR		
[illegible] CONTROL		
PROG. & SCHEDULE		

MAR - 6 1975

REMARKS:

FORM E-30

for
Clack

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE March 5, 1975

TO Ed Hardt
Region I Engineer

FROM L. E. George
Traffic Engineer

Hopkins
Harwell H
Holmes
Prange
Unrein

2

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Traffic Signal Installation
Webster Road at Lake Road
Clackamas County
FAU Project

As requested we have investigated the proposed traffic signal installation at the Webster Road-Lake Road intersection. It was found that the proposed signal is to be a fully actuated two-phase signal interconnected to the existing traffic signal at Webster Road and the Milwaukie Expressway. These two intersections are approximately 200 feet apart. As a part of the project it is also planned that Webster Road would be widened to four-lanes in between the two previously mentioned intersections.

This project was submitted by Clackamas County under the National Transportation Energy Conservation Action Plan, and approved by CRAG for use of FAUS fiscal year 1974 funds. The estimated cost for the project was $51,500; which included $11,000 for roadwork to be done by the County, $32,000 for the traffic signal, $5,000 for the interconnect and $3,500 for preliminary engineering.

The justification for installing the signal at Webster Road and Lake Road was based on the fact that the interruption of continuous warrant was met and was due to the school crossing at Lake Road. According to the traffic signal warrant sheet contained in County-City's file for the project, the interruption of continuous traffic warrant was just met based on a June 1974 count. The Webster Road intersection where it is proposed that the signal be installed is a standard four-way intersection with the leg opposite of Lake Road being the driveway from and to Clackamas High School.

From the June 1974 count it was found there are 10,600 vehicles per day on Webster Road between Lake Road and the Milwaukie Expressway. It is probable that traffic may back up during peak periods on Webster Road through either or both intersections due to the fact that there will be less than 200 feet of storage with two lanes in each direction. Care would have to be taken in the design and operation of the proposed signal to prevent traffic from backing up through the Milwaukie Expressway.

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: By county permit.

Parking Restrictions:
S. E. Webster Road at S. E. Lake Road
Redland Road at Holcomb Road
Beavercreek Road at Maple Lane

ADT:	Present (1975)	Future (1995)
S. E. King Road at S. E. Bell Avenue	10,000	16,500
S. E. King Road at S. E. Linwood Avenue	9,500	18,800
S. E. Oatfield Road at S. E. Oak Grove Blvd.	9,500	12,700
S. E. Oatfield Road at S. E. Concord Road	10,000	15,500
S. E. Webster Road at S. E. Lake Road	10,000	14,500
Redland Road at Holcomb Road	5,500	9,400
Beavercreek Road at Maple Lane	6,500	11,500

GEZ:scr

Attachment

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

*Proposed Project:

1. Provide a 36-foot, curb-to-curb, two-lane street with sidewalk/bikeways on Bell Avenue (by county force account) and provide fully-actuated traffic signals (by contract).
2. Provide left-turn restrictions on King Road (by county force account).

3. and 4. Provide a 48-foot, curb-to-curb, four-lane street with sidewalk/bikeways (by county force account) and provide multi-phase, fully-actuated traffic signals (by contract).

5. Provide a 52-foot, curb-to-curb, four-lane street with sidewalk/bikeways (by county force account) and provide multi-phase, fully-actuated traffic signals and interconnect (by contract).
6. Provide a 48-foot, curb-to-curb, four-lane street and provide flashing beacons (by county force account).
7. Provide a 40-foot, curb-to-curb, two-lane street with left-turn refuge for southbound Beavercreek Road traffic and provide flashing beacons (by county force account).

Project No.:
S. E. King Road - M-0500(-)
S. E. Oatfield Road - M-0385(-)
S. E. Webster Road - M-0395(-)
Redland Road - M-0300(-)
Beavercreek Road - M-0335(-)

Additional Right-of-Way: None.

System Action: None required. Interim Urban System approved 3/3/75.

Railroads: None.

Airports: None.

Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.

Route Data:
S. E. King Road - FAU 0500
S. E. Oatfield Road - FAU 0385
S. E. Webster Road - FAU 0395
Redland Road - FAU 0300
Beavercreek Road - FAU 0335

*See attached project request.

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FALL

Salem, Oregon

April 1, 1975

Mr. D. E. Swan
Project Management

for GEB
Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

County: Clackamas. Section: Clackamas County Traffic Signals Section
Various County Roads
Seven Intersections

Proposed Work: All phases of preliminary engineering necessary to prepare project for contracting. Clackamas County will perform field phase of preliminary engineering necessary to formulate preliminary design plans and specifications. State will review and prepare final plans and specifications.

Costs:

	Total	Federal	State	County
*P. E.	$ 15,000	$ 11,700	$ 1,650	$ 1,650
Right-of-Way	--	--	--	--
Construction	(275,000)	(214,500)	(30,250)	(30,250)
	$290,000	$226,200	$31,900	$31,900

*Field--$12,000 P.S.&E.--$3,000

Existing Facilities:

1. S. E. King Road at S. E. Bell Avenue: 27-foot pavement with shoulder on north side; two lanes.
2. S. E. King Road at S. E. Linwood Avenue: 48-foot curb-to-curb with sidewalks; four lanes.
3. S. E. Oatfield Road at S. E. Oak Grove Boulevard: 34-foot pavement with 9-foot shoulders; two lanes.
4. S. E. Oatfield Road at S. E. Concord Road: 22-foot pavement, no shoulders; two lanes.
5. S. E. Webster Road at S. E. Lake Road: 36-foot pavement, parking; two lanes.
6. Redland Road at Holcomb Road: 46-foot pavement, parking; two lanes.
7. Beavercreek Road at Maple Lane: 32-foot pavement, parking; two lanes.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE. ☐ RPE ☐

8333

15

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

April 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-000S(1)

We are submitting program data for one Urban System Project Item No. 32, Project No. M-000S(1), "Clackamas County Traffic Signal Project", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Clackamas County and State Forces necessary to obtain P.S. & E. approval.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 para. 10e and does not require an Environmental Statement.

Encl.

CL:wm

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3143

GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 17, 1975

Winston Kurth
County Engineer
902 Abernethy Road
Oregon City, OR 97045

RE Advance Deposits
~~Signal Job~~
Oatfield - Linwood

Presently there are three projects pending in Clackamas County - the signal project at seven different locations, the Oatfield Road project and the Linwood Avenue project. The County's advance deposit for the engineering phase of the work should be submitted so that work can proceed as soon as the agreements are signed and we receive approval from the FHWA.

The County share for the signal project is $1,650.00, for the Oatfield Road project $550.00 and for the Linwood Avenue project is $154.00. The County's check should be made payable to the Oregon State Highway Division and sent to this office.

Jon Rose
JON ROSE
Regional
Federal Aid Engineer

Unrein

JR/b
cc: Dick Unrein

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COUNTY & CITY SECTION
APR 18 1975
☑ENGR. ☐COOR. ☐OE ☑AE ■UE
☒UPE ☑CE ☑RE ☑RPE ☐

CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT
PROJECT NO. M-000S(1)
Exhibit "A"

	No. of Lanes	Pave Width (feet)	Left Turn Lane	ADT 1975	ADT 1995	Existing Signals	Proposed Work	Remarks
	4	48	No	10,000	16,500	None	Install multi-phase fully actuated signal; Widen Bell Ave. to 36' curbed section with sidewalks.	Contract
	2	27	No					County Forces
	4	48	No	9,500	18,800	Multi-phase	Revise signal to eliminate left turns to Linwood Ave. in peak hours.	County Forces
95)	2	24	No					- -
385)	2	34	No	9,500	12,700	None	Install multi-phase fully actuated signal.	Contract
0420)	2	22	No				Widen Oatfield Rd. to 48' curbed section with sidewalks.	County Forces
385)	2	34	No	10,000	15,500	None	Install multi-phase fully actuated signal. Widen Oatfield Rd. to 48' curbed section with sidewalks.	Contract
10)	2	22	No					County Forces
95)	2	36	No	10,000	14,500	None	Install multi-phase fully actuated signal & Inter-tie;	Contract
	2	20	No				Widen Webster Rd. to 52' curbed section with sidewalks.	County Forces
	2	46	No	5,500	9,400	None	Install flashing light beacon and widen to 48' curbed roadway.	County Forces
10)	2	18	No					
35)	2	32	No	6,500	11,500	None	Install flashing light beacon and channelization to provide southbound left-turn lane on Beaver Creek Rd.	County Forces
	2	18	No					

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APR 29 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE ☐
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT
PROJECT NO. M-000S(1)
Exhibit "A"

No.	Intersection	No. of Lanes	Pave Width (feet)	Left Turn Lane	ADT 1975	ADT 1995	Existing Signals	Proposed Work
1	S.E. King Rd. (FAUS 0500)	4	48	No	10,000	16,500	None	Install multi-phase fully actuated signal; Widen Bell Ave. to 36' curbed section with sidewalks.
	S.E. Bell Ave. (FAUS 0475)	2	27	No				
	S.E. King Rd. (FAUS 0500)	4	48	No	9,500	18,800	Multi-phase	Revise signal to eliminate left turns to Linwood Ave. in peak hours.
	S.E. Linwood Ave. (FAUS 0495)	2	24	No				
3	S.E. Oatfield Rd. (FAUS 0385)	2	34	No	9,500	12,700	None	Install multi-phase fully actuated signal. Widen Oatfield Rd. to 48' curbed section with sidewalks.
	S.E. Oak Grove Blvd. (FAUS 0420)	2	22	No				
4	S.E. Oatfield Rd. (FAUS 0385)	2	34	No	10,000	15,500	None	Install multi-phase fully actuated signal. Widen Oatfield Rd. to 48' curbed section with sidewalks.
	S.E. Concord Rd. (FAUS 0410)	2	22	No				
5	S.E. Webster Rd. (FAUS 0395)	2	36	No	10,000	14,500	None	Install multi-phase fully actuated signal & Inter-tie Widen Webster Rd. to 52' curbed section with sidewalks.
	S.E. Lake Rd. (FAUS 0405)	2	20	No				
6	Redland Rd. (FAUS 0300)	2	46	No	5,500	9,400	None	Install flashing light beaco and widen to 48' curbed roa way.
	N.E. Holcomb Rd. (FAUS 0310)	2	18	No				
7	Beaver Creek Rd. (FAUS 0335)	2	32	No	6,500	11,500	None	Install flashing light beaco and channelization to prov southbound left-turn lane Beaver Creek Rd.
	Maple Lane (FAUS 0345)	2	18	No				

Note: Top street is major road.

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APR 29 1975
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☑ UPE ☑ CE ☐ RE ☐ RPE ☐

CLACKAMAS COUNTY TRAFFIC SIGNALS PROJECT
PROJECT NO. M-0005(1)

- - 27-foot paved two lane roadway with
3-foot shoulder on northside
e. - - 48-foot curbed four lane roadway
with sidewalks.
rove Blvd. - - 34-foot paved two lane roadway
with 9-foot shoulders.
d Rd. - - 22-foot paved two lane roadway with
no shoulders.
ake Rd. - - 36-foot paved two lane roadway with
parking.
- - 46-foot paved two lane roadway with parking.
ane - - 32-foot paved two lane roadway with
parking.

this project consists of the following:

of preliminary engineering.

tions of the preliminary engineering will be performed as County forces with supervision and contracting by es.

affic signals at four intersections, revise existing one intersection, install flashing light beacon at ections and required widening and channelization curbs and sidewalks at the seven intersections. For information see attached Exhibit "A".

ackamas County may perform the necessary channelization, of one existing traffic signal and the installation of lashing light beacons by Force Account with County forces.

Railraods, Water Developments, Historical and Recrea-
ved

em Approved by FHWA March 3, 1975.

Additional Right of Way: None required.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-2 Requirements:

(a) Public Hearings - - - Not required under the provisions of para. 6c.
(b) Location/design - - - Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering - - - Field Work - - $12,000
PS & E Prep. - - 3,000

Type Code Y008 - - - - - - - - - $114,000
Type Code Y031 - - - - - - - - - $161,000

Note: This project is in Congressional District No. 3.

CLACKAMAS COUNTY TRAFFIC SIGNALS PROJECT
PROJECT NO. M-000S(1)

Existing Facilities:

S.E. King Rd. @ Bell Ave. - - 27-foot paved two lane roadway with 3-foot shoulder on northside
S.E. King Rd. @ Linwood Ave. - - 48-foot curbed four lane roadway with sidewalks.
S.E. Oatfield Rd. @ Oak Grove Blvd. - - 34-foot paved two lane roadway with 9-foot shoulders.
S.E. Oatfield Rd. @ Concord Rd. - - 22-foot paved two lane roadway with no shoulders.
S.E. Webster Rd. @ S.E. Lake Rd. - - 36-foot paved two lane roadway with parking.
Redland Rd. @ Holcomb Rd. - - 46-foot paved two lane roadway with parking.
Beaver Creek Rd. @ Maple Lane - - 32-foot paved two lane roadway with parking.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

Note: Portions of the preliminary engineering will be performed by Clackamas County forces with supervision and contracting by State forces.

(2) Install traffic signals at four intersections, revise existing signal at one intersection, install flashing light beacon at two intersections and required widening and channelization including curbs and sidewalks at the seven intersections. For additional information see attached Exhibit "A".

Note: Clackamas County may perform the necessary channelization, revision of one existing traffic signal and the installation of the two flashing light beacons by Force Account with County forces.

System Action, Airports, Railraods, Water Developments, Historical and Recreational Areas: None involved

NOTE: Interim Urban System Approved by FHWA March 3, 1975.

Additional Right of Way: None required.

IM 50-1-70 Requirements: Exempt from State and
house A-95 reviews under working agreements date
October 26, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not ap
project will not result in an alteration of land
patterns that would require a significant change
pleted or underway.

FHPM 7-7-2 Requirements: Non-major action proje

FHPM 7-7-2 Requirements:

(a) Public Hearings - - - Not require
of para. 6c.
(b) Location/design - - - Not a fact
of this pr

Data for PR-37:

Preliminary Engineering - - - Field Wo
PS & E Pr

Type Code Y008 - - - - - - - - - $114,00
Type Code Y031 - - - - - - - - - $161,00

Note: This project is in Congressional District

Budget Bureau No. 41-R2067; Approval Expires February 28

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-16-75

ATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
7 Intersections N & E of Oregon City	ADT	*	*	95	10	Oregon	41	W36	32

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ve & ignals						A-1		M-	000S	(1)		

System

and 027

COUNTY NAME	CODE	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Clackamas	005	U	Various	Co. Rd.	- -	☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	Co. Rds., 7 Intersections, N & E of Oregon City	0.0	15,000	11,700	1,650	1,650 (Co.)	P.E. all phases, Gr., Dr., H.T. Pave curbs & sidewalks. Install traffic control signals at 4 intersections, revise one existing signal & install flashing light beacons at two intersections.
							Utility Adjustements required incl. prep. work.
3	"Clackamas County Traffic Signal Project"	0.0	275,000	214,500	30,250	30,250 (Co.)	ROW - 60' normal Access Control-Partial Parking Restrictions-Complete
	PROJECT TOTALS	0.0	290,000	226,200	31,900	31,900	

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COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ CSJR. ☐ SE ☐ A ■ UE
☑ UT ☑ CE ☐ RE ☐ RPE ☐

TES

REMARKS

*See attached Exhibit "A".

Budget Bureau No. 41-R2067;

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1 (REV. 4-61)

TRANSACTION NO. 5-3

SUBMITTED TO W.O. APR 25 1975

4-16-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rds. 7 Intersections N & E of Oregon City	ADT	PRESENT *	FUTURE *	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. Pave & Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 000S

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Clackamas
	NAME OF URBAN AREA Portland 027	ROUTE NO. U · FEDERAL-AID Various · STATE Co. Rd. · U.S. - -

CODE 005

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5	10			1	**PE**	3	Co. Rds., 7 Intersections, N & E of Oregon City	0.0	15,000	11,700	1,650	1,650 (Co.)
5					**ROW**							
5	30			3	**CONST** (CODE) Y008 Y031	3	"Clackamas County Traffic Signal Project"	0.0	275,000	214,500	30,250	30,250 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	290,000	226,200	31,900	31,900
1	14	PROGRAM APPROVAL DATES APR 25 1975					REMARKS	

*See attached Exhibit "A".

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COUNTY & CITY SECTION
APR 29 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ A ■ UE
☑ UP ☐ CE ☐ RE ☐ RP ☐

Transaction number 5-3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-25-75

BY (Signature): L. W. Rulien's April 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 32 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
32	M-000S(1)	0.0	290,000	226,200	Clackamas County Traffic Signal Project. State of Oregon.	Preliminary Engineering Grade, Drain, high type pavement and signals.

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☑ [illegible] ☐ [illegible] ■ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

REMARKS (Division)

[illegible] requested in Mr.Rulien's April 16, 1975 letter I concur that the above project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

Y[illegible] are authorized to proceed with all phases of preliminary engineering, including utility parparatory work, necessary to obtain PS&E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-25-75	CR Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-63
(Rev. 8-71)

GPO 915-690

R

May 5, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the signalization and channelization of seven intersections on King, Oatfield, Webster, Redland and Beavercreek Roads.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

PHONE 653-3143

May 9, 1975

Winston Kurth
902 Abernethy Road
Oregon City, OR 97045

Clackamas County Signals
Seven Intersections

Re: Preliminary Engineering Authorization

Clackamas County is hereby authorized to proceed with preliminary engineering in accordance with the agreement covering the subject project.

For your information we're attaching a copy of the approved "Authority for Survey". In all correspondence and records please make reference to survey prefix 503-1995-901 and Project No. M-0005(1).

Please caution all County personnel who will be working on this project that clear records of time and expenses are absolutely imperative. Any failure may result in unnecessary disputes and non-participation by Federal and State funds.

If you should anticipate that costs will overrun the authorization please contact this office as soon as that fact becomes apparent. Timely notice is important in any approval of additional authorization.

JON ROSE
Regional
Federal Aid Engineer

JR/b
att
CC DICK UNREIN

OREGON STATE HIGHWAY [illegible]VISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-000S(1)

Project Name Clackamas County Traffic Signals (7)
Various County Roads

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ________________________, Oregon,

this ______ day of ________________, 19___.

County of Clackamas

____
~~County Judge~~/Chairman

____
Commissioner

____
Commissioner

9-12-75
Two copies to Req. FA. Engr

R/W File No. __________
6/23/75

[illegible] Highway Division

NOTIFICATION OF ADVANCE DEPOS

AD 78a

To: FINANCE BRANCH
Ledgers & Revenue Unit

[illegible]-24-76

CARD 1

ACCOUNTING ONLY

Reference ______
Invoice No. ______
Date Recd. ______

Depositor Clackamas Co.

Amount $1650-

Section Responsible for Monitoring Project Region 1

Estimated Completion Date 9/76

Purpose PE Advance Deposit, Clackamas Co - 7 Signal Locations.

Other Information (File #, FA Project, etc.) M-0005(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ______

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix ______ PE Prefix ______

(4) ☐ SCA
(5) ☑ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks ______

Prepared by ______ Date 9-29-76

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 78a

To:

ACCOUNTING ONLY

Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor ______

Remarks ______

Received by ______

Form 81-734-1382

OREGON STATE HIGHWAY [illegible]VISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-000S(1)

Project Name Clackamas County Traffic Signals (7)
Various County Roads

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

☒* Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, , Oregon,

this 24th day of September , 1975.

County of Clackamas

* One of the signal projects - the intersection of Beavercreek Road, FAU 0335 and Maple Lane - is the only project requiring right-of-way.

Thomas D. Telford
~~County Judge~~/Chairman

Commissioner

Commissioner

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SEP 3 0 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

10-1-75
Copies to: J.R. Oakes
D.E. Swan
C.T. Keasey
J. Chiosey
DEZ.

R/W File No.
6/23/75

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

September 26, 1975

RECEIVED
SEP 29 1975
REGION 1

Mr. Jon Rose
Federal Aid Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, OR 97202

Please find enclosed an executed Certification form relating to rights-of-way and rights-of-entry regarding several Federal Aid Urban signal projects in Clackmas County. Please note that on 6 of these projects there are no problems, however, 1 of the projects, the intersection of Beavercreek Road with Maple Lane, will require additional right-of-way or slope easements.

Clackamas County is proceeding with the 6 signal projects where there is no right-of-way problem and the last signal project to be undertaken will be the Beavercreek Road-Maple Lane project and right-of-way will be resolved. A certification for this particular project will not be available until December of 1975.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosure

RECEIVED
COUNTY & CITY SECTION
SEP 30 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Fau
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 29, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: FAU Project
Clackamas County Signals
Seven Intersections

Here are two copies of the signed right of way certification form returned by Clackamas County. Note that one of the seven locations involved in this project requires some right of way acquisition and that negotiations on that location will be completed in several months. The certification as signed has been amended to reflect this situation.

Gary

JR/b
att

RECEIVED
COUNTY & CITY SECTION
SEP 30 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

FAUS
Clack Co

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Clackamas County Traffic Signals (7)

Various County Roads

Project Federal Aid Number: M-0003(1)

Applicant: Clackamas County

Contact: Winston Kurth, County Engineer

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 2/26/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Signal installation at the intersection of Beavercreek Road and Maple Lane will require additional right-of-way.

Richard Unrein
Richard Unrein, Urban Engineer
County-City Unit

10-9-75
Date

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

2/18/75

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

S [✓ RE] RME [✓ RCE] [✓ FAE]
[✓ TE] RECEIVED [✓ RSM]
UE DEC 23 1975 RSC
SO REGION 1 RBI
ENV LOC

December 22, 1975

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Mr. Jon Rose

Reference is made to the Federal Aid Urban System Projects consisting of channelizing and signalizing seven intersections at various locations in Clackamas County.

In answer to your telephone inquiry, the following is the position the County has on construction of the signals:

1. The signals and widening on Oatfield Road at Concord Avenue and Oak Grove Blvd. are being incorporated into the Oatfield Road overlay contract.

2. The signals on King Road at Bell Avenue and Webster Road at Lake Road are being prepared by State forces for contract. The widening at the intersections have been submitted for force account work by County forces.

3. The flashers and widening on Beavercreek Road at Maple Lane and Redland Road at Holcomb Blvd. are being prepared to submit for force account work by County forces.

4. The signal modification at King Road and Linwood will be submitted for force account work by County forces.

Please contact us if further clarification is required.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

RECEIVED
COUNTY & CITY SECTION
DEC 30 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☒ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FAUS
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 29, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: CLACKAMAS COUNTY SIGNAL PROJECT
7 Intersections

TO: DICK UNREIN
Urban Engineer

There has been some uncertainty about the way the Clackamas County Signal (7 intersections) project was to be constructed. The attached letter spells out the County's wishes.

Would you please review the County's position on this and advise if the force account method is acceptable for a project of this magnitude and if acceptable whether a formal statement of justification is required from the County. These projects are similar to signal projects done under Title II where force account is encouraged, but it is not clear whether the same guidelines apply in this case. Please advise.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
DEC 30 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

Unrein
McCandle

12-31-75
NO DOCUMENTATION RE FORCE ACCOUNT METHOD VS. CONTRACT DUE TO PROGRAM APPROVAL AS "SAFETY" TYPE PROJECT. NOTIFIED ED HARDT TO SUBMIT CO FORCE ORDERS AS SOON AS POSSIBLE FOR FHWA APPROVAL PRIOR TO FEB 26 BID LETTING.
GEZ.

DATE

CLACKAMAS COUNTY PUB
902 ABERNETHY ROAD

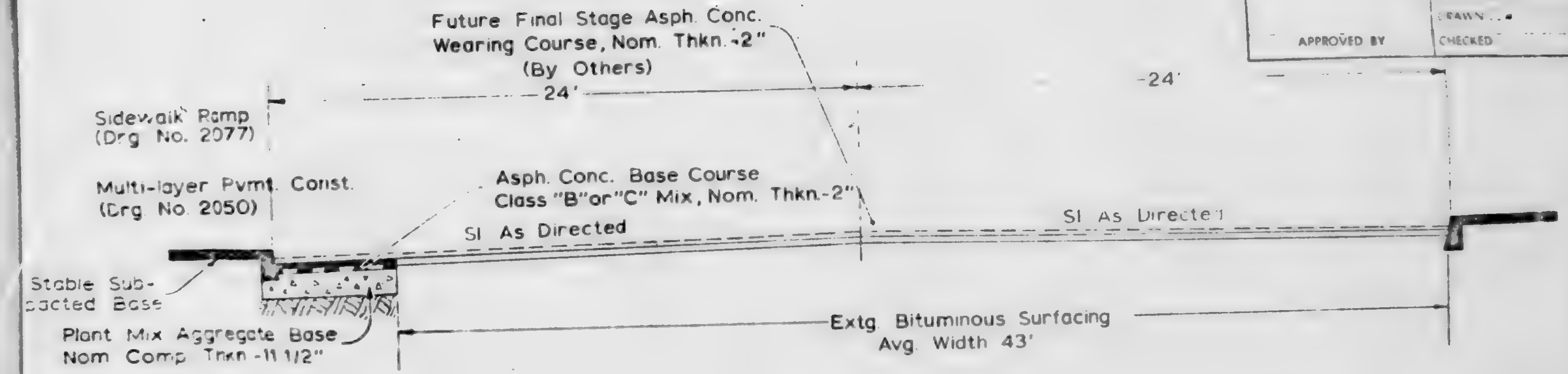
WEBSTER & LAKE ROA
SECTION, TRAFFIC SI
ATED IN THE S.W. 1/
5, T.2S., R.2E. W.M., CL
COUNTY, OREGON.

ENGINEER & ROADMASTER

APPROVED BY

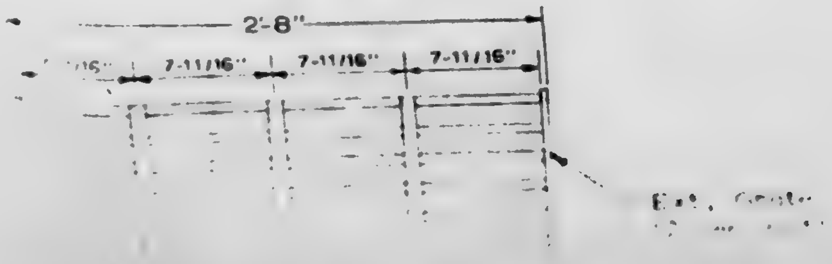
DESIGNED
DRAWN
CHECKED

SCALE
DATE DECEMBER
FILE

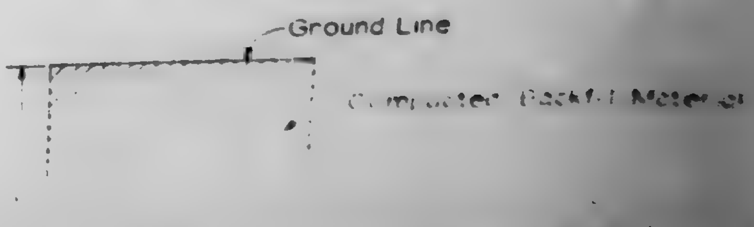

Future Final Stage Asph. Conc.
Wearing Course, Nom. Thkn.-2"
(By Others)
24'
-24'
Sidewalk Ramp
(Drg. No. 2077)
Multi-layer Pvmt. Const.
(Drg. No. 2050)
Asph. Conc. Base Course
Class "B"or"C" Mix, Nom. Thkn.-2"
SI As Directed
SI As Directed
Stable Sub-
pacted Base
Plant Mix Aggregate Base
Nom Comp. Thkn -11 1/2"
Extg. Bituminous Surfacing
Avg. Width 43'

STA. 0+00 To STA. 0+80 (Taper Section)
0+80 To 5+10
0+24A To 2+60A
2+60A To 4+40A (Taper Section)

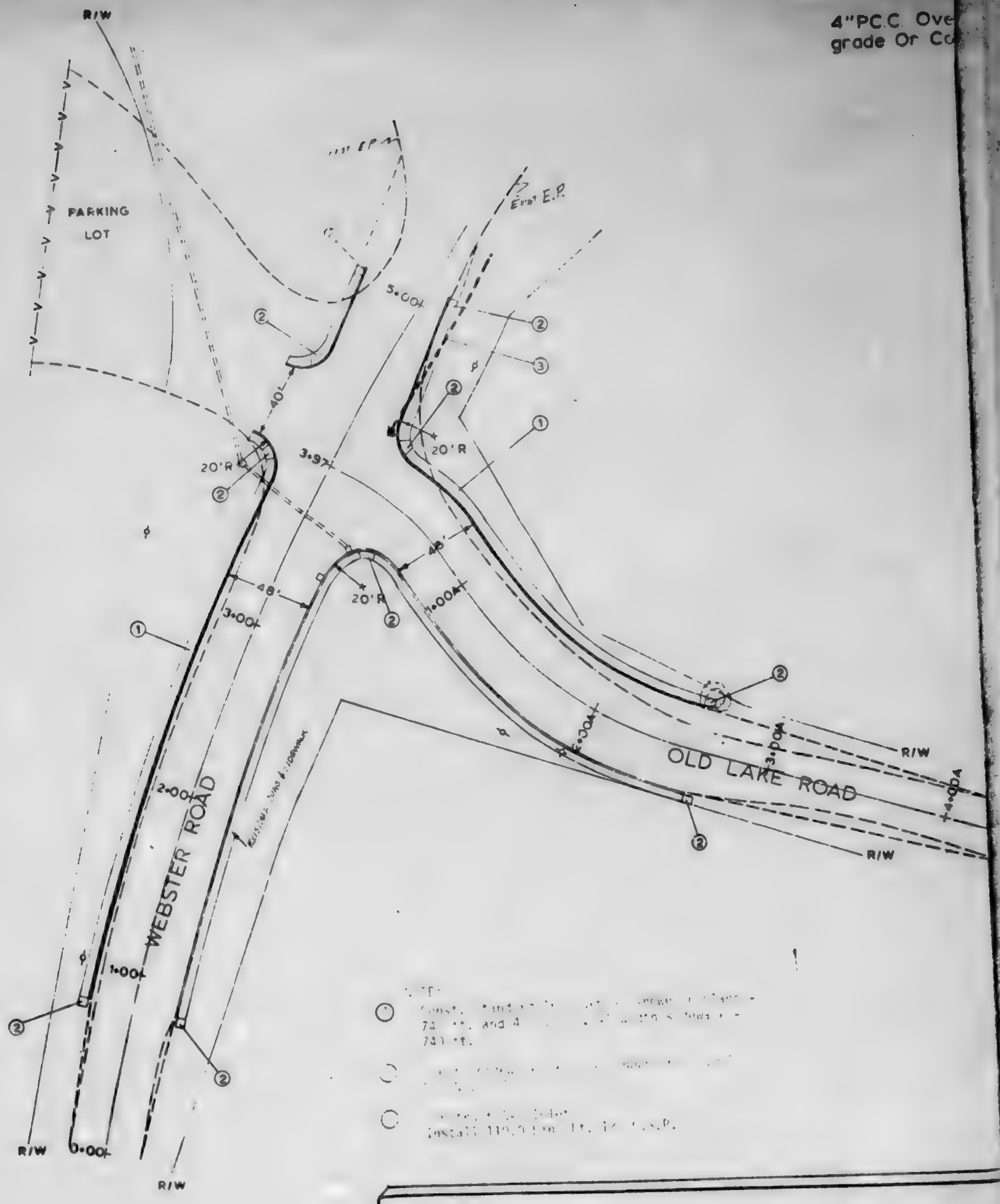
MODIFIED GRATE DETAIL


2'-8"
7-11/16"
7-11/16"
7-11/16"
Ex. Grate

SEWER PIPE BEDDING DETAIL
(FOR LOCATION SEE PLANS)


Ground Line
Compacted Backfill Material

4"PC.C Ove
grade Or Co


R/W
PARKING
LOT
Exist E.P.
Exist E.P.
5+00±
②
②
③
①
40'
20' R
20' R
3+97
②
②
48'
48'
20' R
3+00±
4+00A
②
①
②
3+00A
R/W
OLD LAKE ROAD
4+00A
2+00±
WEBSTER ROAD
1+00±
②
②
②
R/W
R/W
0+00±
R/W

① [illegible]
73 ft. and 4 [illegible]
731 ft.

[illegible]

[illegible]
Install [illegible] C.M.P.

- 110⁰⁰
INSTALL [illegible]
Ditch
INSTALL [illegible]

FAU-0395

LAKE ROAD AND WEBSTER INTERSECTION

MATERIALS

Paint Striping	Lump Sum			$ 100.00
Concrete Curb 16"H	Lineal Feet 740	@ $ 2.25	=	$ 1,665.00
Concrete Sidewalk	4"D x 48"W sq. ft. 2960	@ $ 1.50	=	$ 4,440.00
Asphalt Class "C"	nom 2" ton 200	@ $ 9.85	=	$ 1,970.00
Base Rock 1"-0	cu. yd. 250	@ $ 3.50	=	$ 875.00
Tack Coat	Ton .5	@ $60.00	=	$ 30.00
Concrete Culv. 12" Class IV	lineal feet 100	@ $ 3.40	=	$ 340.00
Catch Basin G-2	Each 1	@$375.00	=	$ 375.00

EQUIPMENT

Pickup Truck	24 hours	@ $ 1.15	=	$ 27.50
Loader	8 hours	@ $ 9.15	=	$ 73.20
Grader	16 hours	@ $10.00	=	$ 160.00
Roller and Trailer	24 hours	@ $ 6.50	=	$ 252.00
10 yd. trucks	72 hours	@ $ 6.10	=	$ 439.20
Water truck	16 hours	@ $ 4.40	=	$ 70.40
Asphalt Sprayer	4 hours	@ $ 6.10	=	$ 24.40
Backhoe	8 hours	@ $ 5.70	=	$ 45.60
Layton Paver	8 hours	@ $ 4.10	=	$ 32.80

LABOR

Truck Driver	RMIII	88 hours	@ $10.49	=	$ 923.12
Roller Operator	RMIV	24 hours	@ $11.69	=	$ 280.56
Grader Operator	RMIV	16 hours	@ $11.69	=	$ 187.04
Loader Operator	RMIV	8 hours	@ $11.69	=	$ 93.52
Screedman-Paving	RMIV	16 hours	@ $11.69	=	$ 187.04
Laborers - Paving	RMII	16 hours	@ $ 9.50	=	$ 152.00
Flagmen	RMII	48 hours	@ $ 9.50	=	$ 456.00
Backhoe Operator	RMIV	8 hours	@ $11.69	=	$ 93.52
Pipe Layer	RMIII	16 hours	@ $10.49	=	$ 167.84
Foreman		4 hours	@ $13.53	=	$ 54.12
					$13,514.86

Construction Engineering	400.00
10% Contingency	$ 1,391.46
TOTAL	$15,306.32

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. FAU 0395 Date December 16 19 75

Street Lake Road @ Webster Road Intersection

County Clackamas Prefix ____________ Account No. ____________

Description of work to be done:

Widening existing intersection to provide for additional travel lanes within the intersection including curbs, culverts, surfacing, and striping. This project is submitted for Federal Funding under Federal Aid Urban funds.

Location: Sta. to Sta. or MP to MP

Lake Road at Webster Road Intersection

Estimate of quanities and costs:

Total including engineering and contingencies $15,306.32
See Attached estimate sheet

Explanation:

Clackamas County is requesting authority to force account intersection improvements. High volume of school bus traffic into Clackamas High School requires special considerations that can effectively be handled by County. Project is small in scope and is more of a maintenance or betterment project.

Submitted by Winston W. Kurth
~~[illegible]~~
COUNTY ENGINEER

Approved ____________
(OSHD)

DATE	REVISION	BY

CLACKAMAS COUNTY PUBLIC WORKS
902 ABERNETHY ROAD • OREGON CITY, OREGON

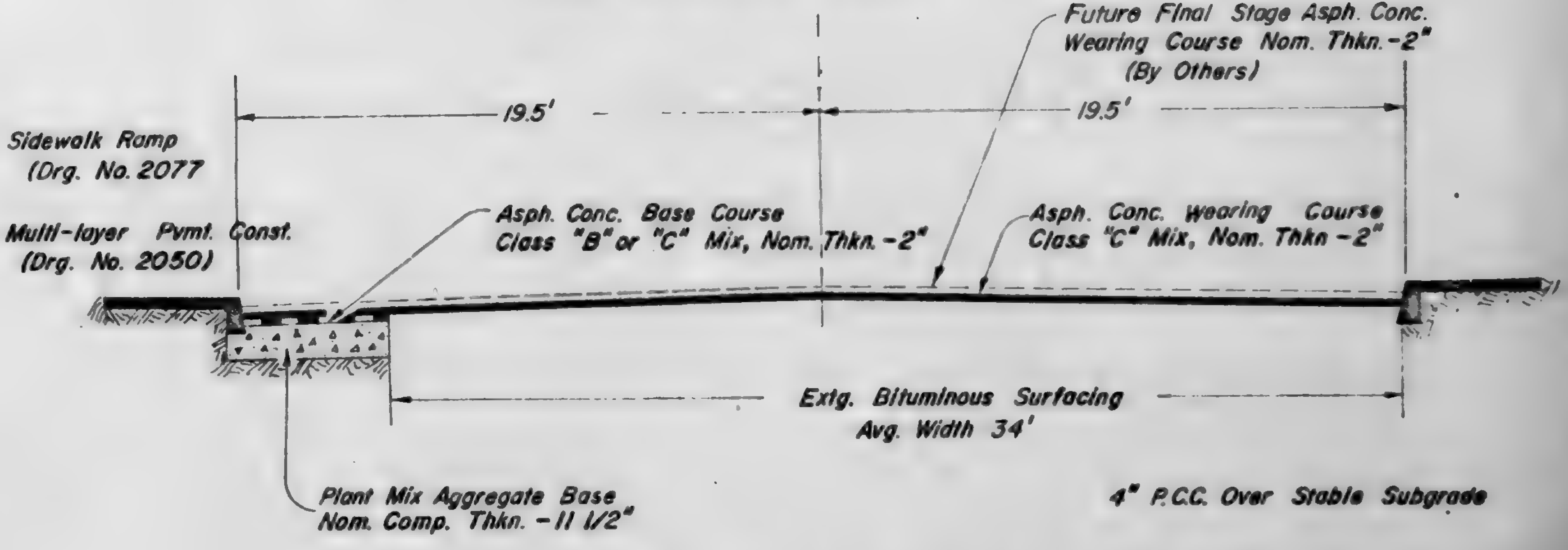
KING ROAD & BELL AVENUE
INTERSECTION, TRAFFIC SIGNAL LOCATED IN THE S.W.
1/4 OF SEC. 29, T.1S., R.2E.
W.M., CLACKAMAS COUNTY,
OREGON.

ENGINEER & ROADMASTER

APPROVED BY

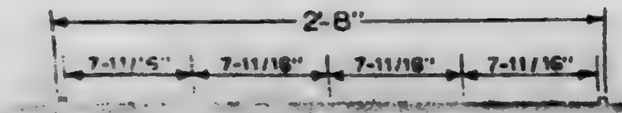
DESIGNED NNHO	SCALE 1"-50' PLAN VIEW As Shown For Typical Section	SHEET
DRAWN JJW	DATE DECEMBER 1975	___OF___
CHECKED	FILE	

TYPICAL SECTION BELL AVENUE


Future Final Stage Asph. Conc.
Wearing Course Nom. Thkn.-2"
(By Others)
19.5'
19.5'
Sidewalk Ramp
(Drg. No. 2077
Multi-layer Pvmt. Const.
(Drg. No. 2050)
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-2"
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn -2"
Extg. Bituminous Surfacing
Avg. Width 34'
Plant Mix Aggregate Base
Nom. Comp. Thkn. - 11 1/2"
4" P.C.C. Over Stable Subgrade

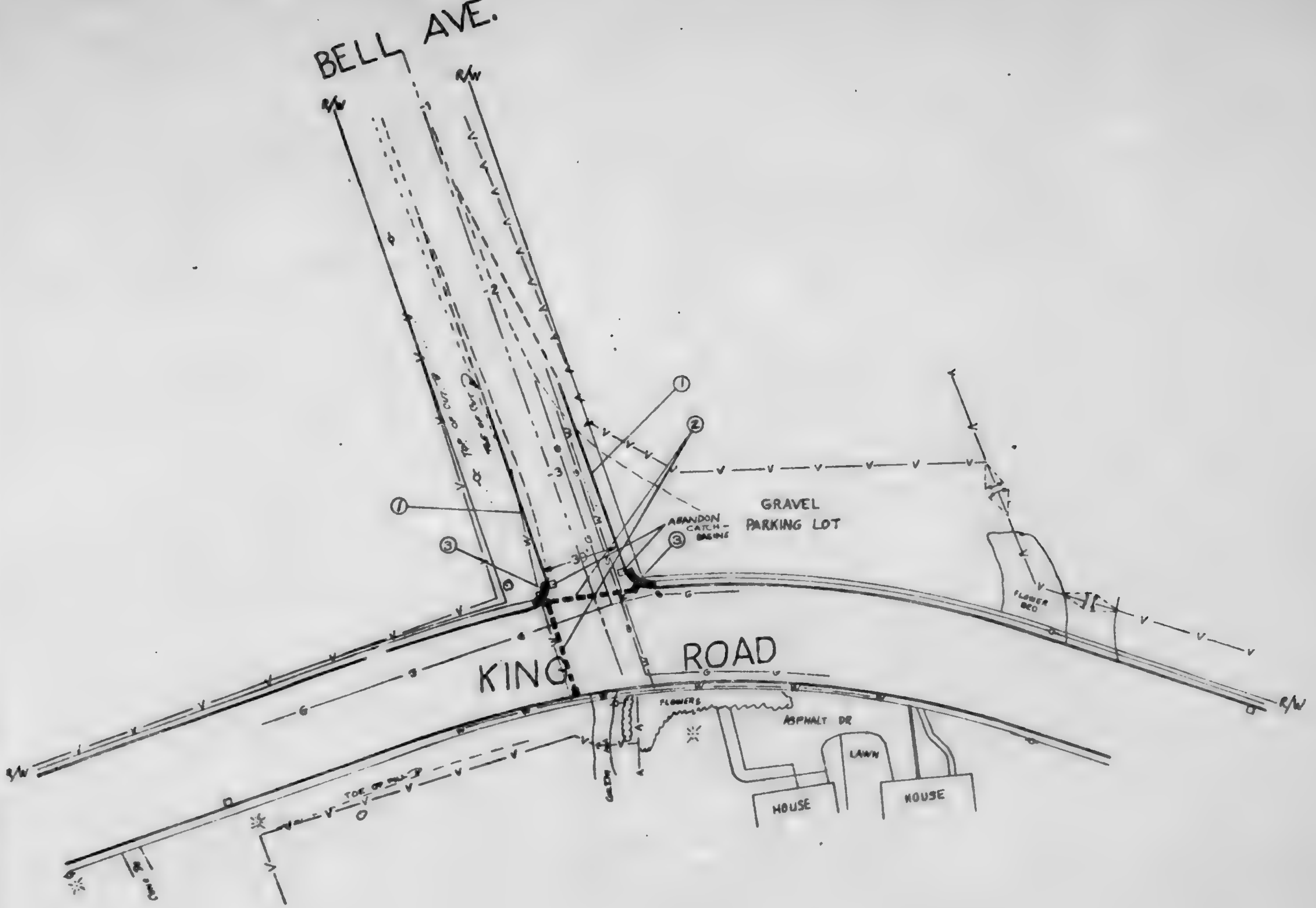
STA. 1+43 to STA. 2+43 (Taper Section)
2+43 to STA. 3+43

MODIFIED GRATE DETAIL


2-8"
7-11/'S"
7-11/16"
7-11/16"
7-11/16"

SEWER PIPE BEDDING DETAIL
(FOR LOCATION SEE PLANS)

Ground Line


BELL AVE.
R/W
R/W
GRAVEL
PARKING LOT
ABANDON CATCH-BASINS
FLOWER BED
KING
ROAD
R/W
R/W
FLOWERS
ASPHALT DR
LAWN
HOUSE
HOUSE
TOE OF FILL
①
②
③
①
③

NOTE:

1. Const. Standard 16" curb as shown on plans - 200 ft. and 4" P.C.C., 4' width sidewalk - 200 ft.
2. Sta. 3+53 to Sta. 4+15 Const. Type G-2 Inlets with special grates - 3(Total). Install 12" C.S.P. Class V - 90 ft. (Total). Bedding Material 4 C.Y. TR. EX. 20 C.Y.
3. Const. Sidewalk Ramps as shown on O.S.H.D. Dr. No. 2077.

FAU 0500
KING ROAD AND BELL AVENUE INTERSECTION

MATERIALS

Paint Striping	Lump Sum			$ 100.00
Concrete Curb 16"H	Lineal Feet 200	@ $ 2.25	=	$ 450.00
Concrete Sidewalk 4"D x 48"W	Sq. Ft. 800	@ $ 2.00	=	$ 1,600.00
Asphalt Class "C" nom 2"	Ton 100	@ $10.85	=	$ 1,085.00
Base Rock & trench backfill 1 1/2-0	Cu. Yd. 130	@ $ 3.50	=	$ 455.00
Tack Coat	Ton .25	@ $80.00	=	$ 20.00
Concrete Culv. 12" Class V	Lineal Feet 90	@ $ 3.80	=	$ 342.00
Catch Basin G-2	Each 3	@$375.00	=	$ 1,125.00

EQUIPMENT

Pickup Truck	16 hours	@ $ 1.15	=	$ 18.40
Loader	8 hours	@ $ 9.15	=	$ 73.20
Grader	8 hours	@ $10.00	=	$ 80.00
Roller and Trailer	16 hours	@ $ 6.50	=	$ 104.00
10 yd. trucks	48 hours	@ $ 6.10	=	$ 292.80
Water Truck	8 hours	@ $ 4.40	=	$ 35.20
Asphalt Sprayer	4 hours	@ $ 6.10	=	$ 24.40
Backhoe	16 hours	@ $ 5.70	=	$ 91.20
Layton Paver	6 hours	@ $ 4.10	=	$ 24.60

LABOR

Truck Driver	RMIII	72 hours	@ $10.49	=	$ 755.28
Roller Operator	RMIV	16 hours	@ $11.69	=	$ 187.04
Grader Operator	RMIV	8 hours	@ $11.69	=	$ 93.52
Loader Operator	RMIV	8 hours	@ $11.69	=	$ 93.52
Screedman-Paving	RMIV	16 hours	@ $11.69	=	$ 187.04
Laborers-Paving	RMII	16 hours	@ $ 9.50	=	$ 152.00
Flagmen	RMII	48 hours	@ $ 9.50	=	$ 456.00
Backhoe Operator	RMIV	16 hours	@ $11.69	=	$ 187.04
Pipe Layer	RMIII	32 hours	@ $10.49	=	$ 335.68
Foreman		4 hours	@ $13.53	=	$ 54.12
					$ 8,322.04

Construction Engineering	$ 500.00
10% Contingency	$ 882.20
TOTAL	$ 9,704.24

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ______________

F. A. Project No. 0500 Date December 18 19 75

Street King Road @ Bell Avenue Intersection

County Clackamas Prefix ______________ Account No. ______________

Description of work to be done:

Widen the travel lanes at the existing intersection approach on Bell Avenue which includes storm drainage, road construction, curbing and sidewalks, and striping. This project is submitted under Federal Aid Urban Funds.

Location: Sta. to Sta. or MP to MP

Kind Road @ Bell Avenue Intersection

Estimate of quanities and costs:

Total estimated cost of construction and contingencies amounts to $9,704.24
(See attached cost breakdown)

Explanation:

Clackamas County requests authority to force account preparatory intersection work prior to signal installation. Intersection improvements are small in scope, consisting of minor betterment and can be effectively handled by force account to the benefit of the public.

Submitted by CLACKAMAS
(County)

Approved ______________
(OSHD)

Salem
January 12, 1976

Richard Unrein
Urban Engineer

Federal Aid Project M-000S(1)
Order for Force Work (2)
Clackamas County

C. T. Keasey
Construction Engineer

Herewith are 6 copies each of two Force Orders for the Clackamas County Traffic Signal Project M-000S(1).

Please review and if you approve, forward to D. E. Swan for processing with FHWA.

Attachments: F.O. - King Rd. at Bell Ave.
F.O. - Lake Rd. at Webster Rd.

cc: E.L. Hardt
D.E. Swan

RU:dp

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

(a) Character of Proposed Work: Add installation of traffic control signals at 2 intersections (S.E. Oatfield Rd. at S.E. Oak Grove Blvd. and S.E. Concord Rd.).

(b) Estimated Project Cost by Phases: To reflect the increased scope of work under the construction phase and the latest cost estimate change the Project Totals as follows:

Phase	Total Est. Cost	Federal Funds
P.E.	$ 20,000	$ 15,600
Const.	1,285,000	1,005,000
Totals	$1,305,000	$1,020,600

JG:bb
cc: D. E. Swan (4)

8333

PRO 6-2

January 13, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project Nos. M-000S(1) & M-0385(1)

We hereby request approval of a minor program change on the subject projects as indicated below to remove the traffic signal installation at two intersections programmed under Project M-000S(1) and add them to Project M-0385(1).

(1) Item No. 32, Project No. M-0005(1), "Clackamas County Traffic Signal Project":

(a) Character of Proposed Work: Change "Install traffic control signals at 4 intersections, ... etc." to read 2 intersections. The two intersections removed are Nos. 3 and 4 on Exhibit "A" and include elimination of all construction work proposed at the two intersections.

(b) Estimated Project Cost by Phases: To reflect the reduced scope of work under the construction phase, decrease the total estimated cost of construction to $155,000 with $121,000 Federal funds.

(2) Item No. 30, Project No. M-0385(1), "S.E. Lake Road-82nd Drive Section":

8333 13

U. S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]ERAL AID PROJECT NO.
M-000S(1)

STATE PROJECT NO.
Clackamas County Traffic Signal Project

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO.
M 32

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

[illegible] ENGR
JAN 21 '76
REFER TO

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
1-16-76

FEDERAL ROUTE NUMBER
Various Urban Routes

STATE ROUTE NUMBER
County Roads

GENERAL LOCATION:
County Roads north and east of Oregon City

GENERAL DESCRIPTION OF WORK:
Minor Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)*
Minor Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of 4-25-75 approved this project for inclusion in the Federal-aid program.
As requested in Mr. Rulien's 1-13-76 letter, I approve the minor program change to "install traffic control signals at 2 intersections" and reduce cost of construction to a total estimated cost of $155,000 with $121,000 Federal funds. All work under this project to be coded "Safety".

Note: See project M-0385(1)
(The two intersections deleted from this project have been added to M-0385(1)

DATE
1-16-76

SIGNATURE OF APPROVING OFFICIAL
C R Burchardt

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

S MARY—BID SCHEDULE—COST ESTIMA

Sheet 1 of 1

Date December 12, 1975

Section Clackamas Co. Traffic Signal Project

County Clackamas

Kind Of Work Traffic Signal Installation

Length —

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		Lump Sum	All Specified		650—
	Temporary Signs		Sq. Ft.	210	9^{50}	1,995—
	Flagmen		Hour	80	14^{50}	1,160—
	Traffic Signal Installation, Complete		Lump Sum	All Specified		46,015—
	TOTAL					49,820—

FAUS - Clack Co

Rev. 26 Jan 76
Buff

BEN GIFFORD

Section Clackamas County Traffic Signal Project

Programming Estimate $ 143,000

Highway Various County Roads

Project Length —

County Clackamas

Completion Time 220 Calendardays

Kind of Work Traffic Signals

Prefix 503-1995-921

FA Project No. M-0005(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 49,820.00

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	$ 1,000.00
Permanent Pavement Striping	$ 1,000.00
Stage Construction Striping	
Temporary Erosion Control	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	$ 1,500.00
Bikeway Signs	
~~Adjust Utilities~~	
Widening, King Rd @ Bell Ave.	9,200.00
Widening, Lake Rd @ Webster Rd.	14,900.00
Left Turn Control, King Rd @ Linwood.	1,500.00
Flashing Beacon, Redland Rd @ Holcomb	3,500.00
Widening, Redland Rd @ Holcomb	10,000.00
~~Misc. Permit Fees~~	
Flashing Beacon, Beaver Cr. Rd @ Maple Ln.	3,500.00
Widening, Beaver Cr. Rd @ Maple Ln.	30,000.00

FORCE WORK

$ 76,100.00 ?

$ 125,920.00

RECEIVED
COUNTY & CITY SECTION

Contingencies (4-1/2%) 5,666.40

Engineering (9 %) 11,332.80

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 142,919.20

xc Lawton
Ridings
Co-City (2)

Finding OK - Dick Umen

8335 73

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: M-0005(1)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-32

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem,Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2-4-76	2-4-76	Various Urban Routes
		STATE ROUTE NUMBER: County Roads

GENERAL LOCATION:

"Clackamas County Signal Project"

GENERAL DESCRIPTION OF WORK:

Traffic Signals at two county road intersections.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Permanent Signing $1,000
Permanent Pavement Striping $1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-25-75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-29-75 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $57,002 - Federal funds $56,296.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-76	Valach	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CONSTRUCTION AUTHORIZATION

Contract amount	$	
Additional anticipated items:		
WIDEN BEAV CR RD @MAPLE LN		30,000.00
Subtotal	$	120,008.00
Contingencies and engineering 4½ %		5,400.36
9 %		10,800.72
Subtotal	$	136,209.08
Credit for maintenance rock		.00
Net construction authorization	$	136,209.08

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form B 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 03

Summary of Bids Received and Construction Authorization

Project CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT

Highway VARIOUS COUNTY ROADS

County CLACKAMAS

F.A. Project No. M 005001

Engineer's Estimate 49,820.00

Date Bids Received 02/26/76

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID

CONSTRUCTION AUTHORIZATION	ENGINEER'S RECOMMENDATION
Contract amount . . . . $ ____________	
Additional anticipated items: WIDEN BEAV CR RD @MAPLE LN 30,000.00	

02	HANSEN ELECTRIC CO, INC COOS BAY 97420	44,847.[illegible]
03	OLSON ELECTRIC COMPANY, INC VANCOUVER, WASHINGTON 98660	46,811.00
04	HAMILTON ELECTRIC INC EUGENE 97401	46,986.00
05	GRAHAM ELECTRIC COMPANY PORTLAND 9	48,525.00
06	L K COMSTOCK & COMPANY INC ALBANY 97321	49,776.00
07	CHRISTENSON ELECTRIC, INC PORTLAND 97211	53,628.50

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $	43,908.00
Additional anticipated items:	
PERMANENT SIGNING	1,000.00
PERM PAVEMENT STRIPING	1,000.00
SIGNAL CONTROLLER TESTING	1,500.00
WIDEN KING RD @ BELL AVE	9,200.00
WIDEN LAKE RD @ WEBSTER RD	14,900.00
L TURN KING RD @ LINWOOD	1,500.00
FLASH BCON REDLD RD @ HOLC	3,500.00
WIDEN REDLAND RD @ HOLCOMB	10,000.00
FL BEAC BEAV CR RD @ MAPLE	3,500.00
Subtotal . . . . $	
Contingencies and engineering	
Subtotal . . . . $	
Credit for maintenance rock	
Net construction authorization . . . . $	

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Form E 312X (REV. 8-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 03

Summary of Bids Received and Construction Authorization

Project CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT

Highway VARIOUS COUNTY ROADS

County CLACKAMAS

F.A. Project No. M 00S001

Engineer's Estimate 49,820.00

Date Bids Received 02/26/76

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	TICE ELECTRIC COMPANY PORTLAND 97214	43,908.00
02	HANSEN ELECTRIC CO, INC COOS BAY 97420	44,847.50
03	OLSON ELECTRIC COMPANY, INC VANCOUVER, WASHINGTON 98660	46,811.00
04	HAMILTON ELECTRIC INC EUGENE 97401	46,986.00
05	GRAHAM ELECTRIC COMPANY PORTLAND 9	48,525.00
06	L K COMSTOCK & COMPANY INC ALBANY 97321	49,776.00
07	CHRISTENSON ELECTRIC, INC PORTLAND 97211	53,628.50

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 43,908.00

Additional anticipated items:

PERMANENT SIGNING	1,000.00
PERM PAVEMENT STRIPING	1,000.00
SIGNAL CONTROLLER TESTING	1,500.00
WIDEN KING RD @ BELL AVE	9,200.00
WIDEN LAKE RD @ WEBSTER RD	14,900.00
L TURN KING RD @ LINWOOD	1,600.00

ENGINEER'S RECOMMENDATION

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

49,820

PROJECT NO.: #3 - CLACKAMAS COUNTY
CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT ON
VARIOUS ROADS

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: FEBRUARY 26, 1976

PAGE 1

Christenson Elect Port. 53,678^{50}
L.K. Comstock Albany 49,776
GRIM Elec Co Port. 48,525
Hamilton Elec Eugene 46,986

~~[illegible]~~ TICE
1. Heiss Elec Co Port 43,908
2. Hanson Elec Co Coos B. 44,847^{50}
3. Olsen Elec. Inc Vanc. 46,811

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temporary Protection and Direction of Traffic	1	1,300	700	300
210	S.F. Temporary Signs	2	6^{50}	4^{75}	4^{50}
80	Hrs. Flagmen	3	15-	16-	15-
	L.S. Traffic Signal Installation, Complete	4	40,043	41,870	44,366

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PRINTED IN U.S.A.

CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT

VARIOUS COUNTY ROADS

CLACKAMAS COUNTY

FAP No. M-000S(1)
Traffic Signal Installation

Bids Received February 26, 1976

1. Temporary Protection and Direction of Traffic	All Specified		$ ~~650.00~~	1,300
2. Temporary Signs	210 sq.ft.	~~9.50~~ 6.50	~~1,995.00~~	1,365
3. Flagmen	80 hours	~~14.50~~ 15 –	~~1,160.00~~	1,200
4. Traffic Signal Installation, Complete	All Specified		~~46,015.00~~	40,043
	For Comparison of Bids		~~$49,820.00~~	43,908

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		~~$49,820.00~~	43,908
Anticipated Additional Items:			
Permanent Signing	1,000.00		
Permanent Pavement Striping	1,000.00		
Signal Controller Testing	1,500.00		
Widening King Road @ Bell Avenue 40 #1	9,200.00		
Widening Lake Road @ Webster Road #2	14,900.00		
Left-Turn Control, King Road @ Linwood #4	1,500.00		
Flashing Beacon Redland Road @ Holcomb } #6	3,500.00		
Widening Redland Road @ Holcomb	10,000.00		
Flashing Beacon, Beaver Creek Road @ Maple Lane } #5	3,500.00		
Widening Beaver Creek Road @ Maple Lane	30,000.00	76,100.00 ✓	
		$~~125,920.00~~	120,008
Contingencies (4-1/2%)		5,666.40	5,400.36
Engineering (9%)		11,332.80	10,800.72
Estimated Net Authorization, Construction		$~~142,919.20~~	136,209.08

County's estimated share:
11% of 136,209.08 = 14,983.00

ADVANCE DEPOSIT $15,000

Form 81-734-1382 AD-71

OREGON STATE HIGHWAY DIVISION

Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: February 27, 1976

ACCOUNTING ONLY	
Reference	
Date Recd.	

Depositor: Clackamas County

Purpose: Advance deposit for construction of Clackamas County traffic signal project M-000S(1)

Prefix	Other Information	Amount of Deposit
		$15,000

Est. Completion Date		Federal Aid Project No.
Nov. 1, 1976		M-000S(1)

Section Responsible for Monitoring Project: Region 1 Engineer

Billing Instructions: Bill county for 50% of the difference between the total construction cost less any nonparticipating costs and the amount contributed by FHWA. Also bill county for 100% of any nonparticipating costs.

Prepared By:
Gary E. Zehner
Gary E. Zehner
Urban Program Engineer

Form 81-734-1382 AD-71

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY	
Reference	
Date Recd.	
Deposit Amt.	

Depositor: Clackamas County

Remarks Construction advance deposit. Federal aid project no. M-000S(1). Clackamas County Traffic Signals.

Received By:

February 27, 1976

Mr. Winston W. Kurth
Clackamas County Engineer
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

The Highway Division opened bids yesterday on the Clackamas County Traffic Signal Urban System Project M-000S(1). Seven bids were received and the low bid was submitted by Tice Electric Company of Portland.

The anticipated construction cost based on the low bid is as follows:

Contractor's Bid	$ 43,908
Anticipated Additional Items	76,100
	$120,008
Contingencies (4-1/2%)	5,400
Engineering (9%)	10,800
	$136,208
County's Estimated Share: 11% of $136,208	$ 14,983

ADVANCE DEPOSIT = $15,000

Please make your check in the amount of $15,000 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, 9200 S. W. McLoughlin Boulevard, Milwaukie 97222.

Very truly yours,

Richard Unrein
Urban Engineer

GEZ:sch

bc w/att: Jon Rose--Upon receipt of county's check notify Carl Nelson at 378-6563 then attach copy of notification of advance deposit No. AD-71 and submit to Finance Bran

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Form 81-734-1382

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

Depositor Clackamas County
Amount $15,000.00
Section Responsible for Monitoring Project Div 1
Estimated Completion Date 11-1-76

Purpose Traffic Signals Contract #8333
Other Information (File #, FA Project, etc.) M-000S(1)
Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ______

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 203-1057 PE Prefix ______

CARD 2

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks ______

Prepared by ______ Date ______

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor ______
Remarks ______

Received by ______

Form 81-734-1382

Form 81-734-1382

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-71

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY

Reference CR 302

Date Recd. MAR 17 1976

Deposit Amt. 15,000.00

Depositor: Clackamas County

Remarks Construction advance deposit. Federal aid project no. M-000S(1). Clackamas County Traffic Signals.

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Received By:

CR

[illegible]

13

Salem, Oregon

May 14, 1976

L. W. Rulien
Project Management Engineer

John R. Oakes
Assistant R/W Engineer

Federal-aid Project
Force Account

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

M-000s(1) Clackamas County Traffic Signals at:

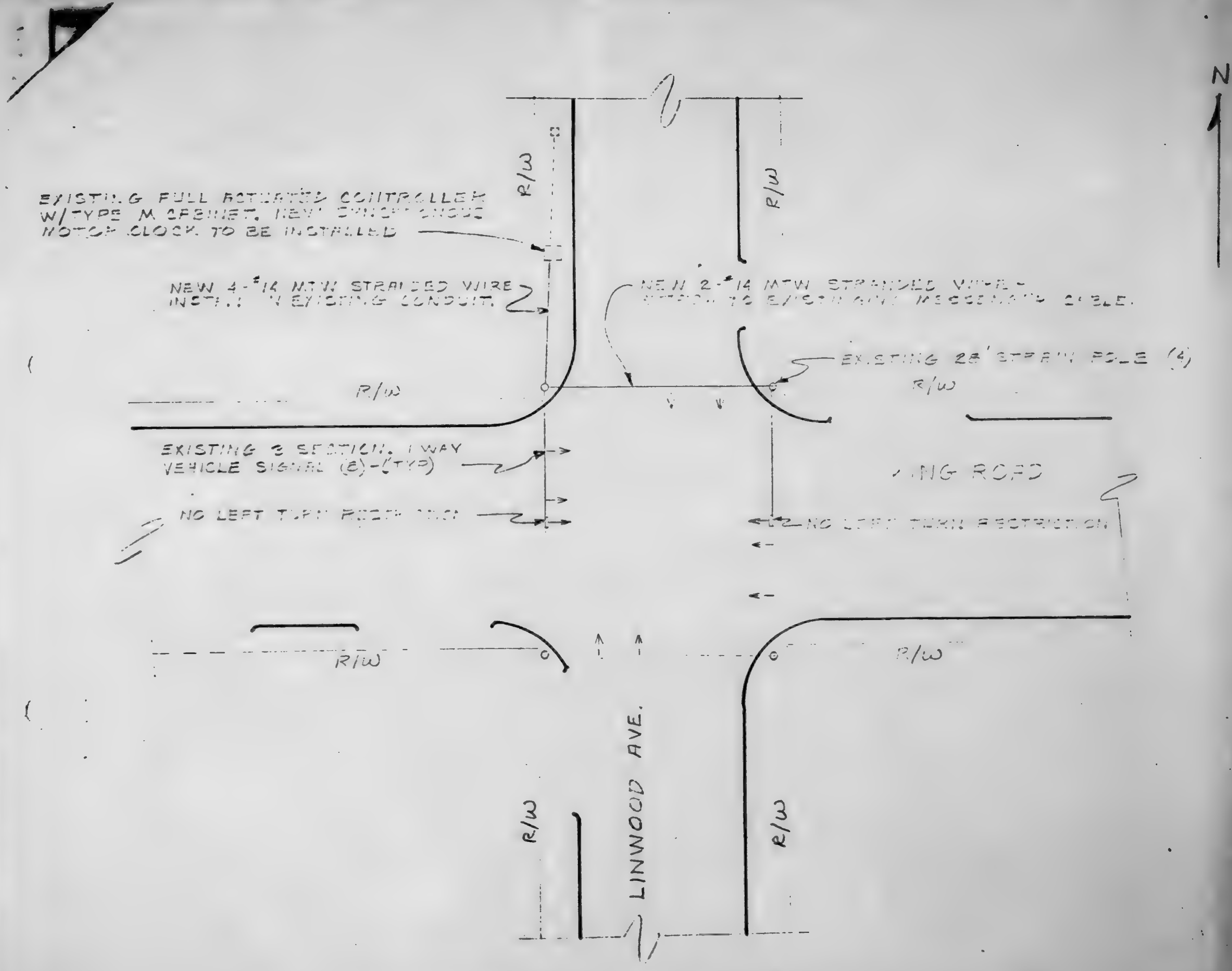
King Road at Bell Avenue and Lake Road
at Webster Road

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:al

cc R. L. Schroeder
V. E. Skoog
James E. Chidsey
Neil Flanagan
Duane Ridings
Frank Lowe

RECEIVED
MAY 17 1976
Office of
Assistant [illegible] Highway Engineer


N
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R/W
EXISTING FULL ACTUATED CONTROLLER W/TYPE M CABINET. NEW SYNCHRONOUS MOTOR CLOCK TO BE INSTALLED
NEW 4-#14 MTW STRANDED WIRE INSTALL IN EXISTING CONDUIT.
NEW 2-#14 MTW STRANDED WIRE ATTACH TO EXISTING MESSENGER CABLE.
EXISTING 28' STRAIN POLE (4)
EXISTING 3 SECTION, 1 WAY VEHICLE SIGNAL (E)-(TYP)
NO LEFT TURN RESTRICTION
KING ROAD
NO LEFT TURN RESTRICTION
LINWOOD AVE.

LINWOOD AVE. AND KING RD. SIGNAL MODIFICATION

LEFT TURN RESTRICTION

GF-1175
MATERIALS LISTING
KING ROAD @ LINWOOD AVENUE
SIGNAL MODIFICATION

ITEM	Qty.	Unit	Material Cost per unit	Material Cost total
1. No. 14 MTW stranded wire	425	ft.	.12	51.00
2. Nylon Cord	50	ft.	.50	25.00
3. Straps - Heavy Duty, Black plastic, self locking with minimum tensile strength of 125 lbs. (used to attach wire to messenger cable)	130	ea.	.35	45.50
4. Wire Lubricant	1	qt.	3.50	3.50
5. Framework - 1 way, span wire mounted w/balance adjuster	2	ea.	35.00	70.00
6. Electrical Connectors		lot	1.00	1.00
7. Synchronous motor, Clock w/turn on, shut off capabilities for peak period sign operation	1	ea.	150.00	150.00
8. Signs, No Left Turn, illuminated, remote activated	2	ea.	225.00	450.00
9. Miscellaneous Hardware		lot	10.00	10.00
TOTAL				807.00

KING ROAD AT LINWOOD AVENUE
TRAFFIC SIGNAL MODIFICATION

This project is submitted under the Highway Safety Act of 1973 and has been approved for funding.

The estimated cost of the signal modification installation at Kind Road and Linwood Avenue intersection is as follows:

Labor (Including all Overhead)

1.	Engineering Technician III	(1)	8 hours @ $16.00/hr.	=	$128.00
2.	Engineering Technician II	(1)	24 hours @ $12.00/hr.	=	$288.00
3.	Laborers	(2)	4 hours @ $10.00/hr.	=	$ 40.00
4.	Electrician	(1)	3 hours @ $18.75/hr.	=	$ 56.25

TOTAL ESTIMATED COST LABOR, INCLUDING OVERHEAD = $512.00

Equipment Rental

1.	Pickup	(1)	16 hours @ $ 1.15/hr.	=	$ 18.40
2.	Boom Truck	(1)	8 hours @ $ 3.40/hr.	=	$ 27.20

TOTAL ESTIMATED COST EQUIPMENT = $ 46.00

Materials

Refer to attached list.

TOTAL ESTIMATED COST MATERIALS = $807.00

GRAND TOTAL ESTIMATED COST = $1365.00

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ________

F. A. Project No. ________ Date February 10, 1976

Street King Road @ Linwood Avenue GF-1175

County Clackamas Prefix ________ Account No. ________

Description of work to be done:

Modification of existing signalized intersection to include timed left turn restriction signs during peak hours on King Road at Linwood Avenue.

Location: Sta. to Sta. or MP to MP

King Road at Linwood Avenue intersection

Estimate of quanities and costs:

Labor (Including all Overhead)	$512.00
Equipment	46.00
Materials	807.00
	$1365.00

Explanation:

To improve transportation safety by upgrading existing signalization allowing smoother more efficient flow during peak periods.

Work performed by Clackamas County to be in compliance with Oregon State Highway Division, Standard Specifications for Highway Construction.

Submitted by [illegible] L Straight
(County)
County Traffic Engineer

Approved ________
(OSHD)

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 17, 1976

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon

ATTN: Jon Rose

Enclosed please find six (6) copies of a force work order to proceed with the construction and installation phases of the signal modification of King Road at Linwood Avenue.

This intersection improvement project is submitted under the Federal Aid Urban Program.

Please review and, if satisfactory, forward for further processing and approval.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encl.

OE RE [illegible] RCE [illegible]
RECEIVED
TE RSM
UE RSC
REGION 1
SO RBI
ENV LOC

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 23, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer
County City Unit

SUBJECT: County Force Order
King Rd @ Linwood Ave
Clackamas County Signal Project
Prefix 203-1057
Contract 8333

M-0005-(1)

Clackamas County has submitted a County Force Order for work to modify the signals at King Road and Linwood Avenue, one of the intersections covered in the subject project. I believe that reports are necessary on right-of-way status, utility status, and environmental mitigation. The County indicated by an earlier right-of-way affidavit that no right-of-way is required at this location and you should have a copy of that document. Ted Inloes, Region Utility Engineer, has talked to Jack Cartwright about the utilities status report and Jack should have sufficient information to prepare that.

Would you distribute this to the proper people so that the environmental mitigation statement is prepared and the Force Order can be submitted for FHWA approval. If you need anything more let me know.

JR/gw

cc Clair Kuiper w/attachments

Attachment

RECEIVED
COUNTY & CITY SECTION
JUN 24 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUN 24 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

Salem, Oregon
June 28, 1976

Richard Unrein
Urban Engineer

Mr. C. T. Keasey
Construction Engineer

King Road at Linwood Avenue
Federal Aid Project M-000S(1)
Order for Force Work
Clackamas County Signal Project
Prefix 203-1057
Contract No. 8333

Herewith are six copies of an force order for the Clackamas County traffic signal project M-000S(1).

Please review and if you approve, forward to D. E. Swan for processing with FHWA.

RU:sch

Attachments: F.O. - King Road at Linwood Avenue

cc: E. L. Hardt
D. E. Swan

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

C9A 5289 5-5-75

8333 Clackamas Co. Traffic 1976
Sig. Proj. on various Co. Rds.
(Traffic signals) #1

8333 7-12-76 /8

HIGHWAY ADMINISTRATION

NO.
M-000S(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. Clackamas County Signal Project

FROM: G. L. Green Division Administrator	PROGRAM NO.	COUNTY NAME Clackamas
	ITEM NO. M-32	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-12-76	7-12-76	Various urban routes	County roads

GENERAL LOCATION:

King Road at Linwood Ave.

GENERAL DESCRIPTION OF WORK:

Left turn signal (Code Y031 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-25-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's letter of 7-9-76, I concur that it is in the public interest to perform the portion of work authorized above by Clackamas County forces under the provisions of FHPM 6-8-2.1 paragraph 7b(1).

Also, as requested in Mr. Rulien's 7-9-76, letter, PS&E documents, submitted by County Force Order #4 and certifying statements are approved and accepted.

You are authorized to proceed with the necessary work at a total estimated cost of $1,501 - Federal Funds $1,173.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-12-76	G. K.	For Division Administrator

FORM PR-1240 (Rev. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-611-055

M-0005 (1) Clackamas County Traffic Signal Project
at
Beavercreek Road at Maple Lane

Work by County Forces

Utility routing
Storm drain
Curbing
Striping
Flashing beacons

3333

Clackamas Co.

ALL CLEAR 8/25/76

Donald L Trout

ENVIRONMENTAL REVIEW

Section Clackamas County Traffic Signal Proj
Highway Various County Roads
County Clackamas Region 1
Type of Work GP Flashing Beacon
Funds FA

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ Non major action as set forth in FHPM 7-7-2 para 10e.

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise - Clearance not required (Ridings to Trout)

OTHER: Archaeological - Clearance not required (Ridings to Trout)
NOTE: This work @ Beavercreek Rd & Maple Lane.
Grading, drainage, striping, flashing beacons.

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-000S(1)
Project Name Clackamas County Traffic Signal Project
Redland Road at Holcomb Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

[xx] 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

[xx] 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 21st day of September, 19

County of Clackamas

Stan Skoko
~~County Judge~~/Chairman

Commissioner

Thomas D. Telford
Commissioner

10-7-76
Copies to
J.R. Oakes
D.E. Swan
C.T. Keasey
J. Chidsey

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FAUS
Sig. Proj.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
October 5, 1976

FILE: 203-1057
CONTRACT: 8333

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: Right-of-Way Affidavit
Redland Road at Holcomb Road
Clackamas County Signal Project
FA Project M-000S (1)

Here is the right-of-way affidavit for county force work at the Redland Road at Holcomb Road intersection. Ken Rolfe advises that the right-of-way acquisition has been completed for this location and he will be sending this information to John Oakes for preparation of right-of-way certification.

Last week we sent you a copy of the Beavercreek Road at Maple Lane affidavit. This present one should be the last and should bring your files up to date.

ldo

Attachment

cc: Ed Hardt

RECEIVED
COUNTY & CITY SECTION
OCT 7 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☑ RE ☒ RPE ☐

PROJECT MANAGEMENT
OCT - 6 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F204

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Attention of Mr. Winston W. Kurth

Request No. (assigned by staff engineer or head of division) cc 1639

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $15,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the installation of traffic control signals at various county roads. Covered by agreement dated 4/30/75		12,000.00
		To be retained		$ 3,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 203-1057-297

Submitted by: Fred F. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy should be submitted for [illegible]

8333

[illegible] 13

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: CLACKAMAS CO. TRAFFIC SIGNAL PROJECT

WEEK ENDING: October 16, 1976

SECTION PREFIX: 203-1057

HIGHWAY: County Roads

COUNTY: Clackamas

NAME OF JOB: Clackamas Co. Traffic Signal Project

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Tice Electric Co.

CONTRACT NUMBER: 8333

FEDERAL AID PROJECT NUMBER: M-000S(1)

DATE OF CONTRACT: March 15, 1976

DATE WORK STARTED: June 7, 1976

ESTIMATED COMPLETION DATE: October 31, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 220

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 205

PERCENT OF TIME ELAPSED: 93.2

PROJECT AUTHORIZATION: $ 136,209.08

EXCLUSIVE OF ENGINEERING: $ 125,408.36

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "

ESTIMATED PERCENT OVERRUN / UNDERRUN: ___ %

ENGINEERING AUTHORIZATION: $ 10,800.72

ENGINEERING COST TO DATE: $ 9,000.00

PERCENT OF AUTHORIZATION: 83.3%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 49.9

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 52.2

DATE PROJECT WAS COMPLETED: October 13, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 utility truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY	Fair	1		
FRIDAY	Fair	1		
SATURDAY	Fair	1		BEN GIFFORD

K

RECEIVED
OCT 18 1976
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Richards
Glenn
Walker

8333

March 25, 1977

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

Contract No. 8333 awarded to Tice Electric Company for the Clackamas County Traffic Signal Project was completed on October 13, 1976, and accepted by the State Highway Engineer on March 24, 1977.

Final payment in the amount of $500 will be released to the contractor after March 30, 1977. The total contract amount is $42,357.88 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Tice Electric Company
2139 S.E. Belmont St.
Portland, OR 97214

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director
WINSTON W. KURTH
County Engineer
DAVID J. ABRAHAM
Utilities Director
RICHARD L. DOPP
Development
Services
Administrator

April 7, 1978

MA PDM PDE TSE SPC
ODOT - METRO
APR 12 1978
AM PPS

Mr. Bob Bothman
Metropolitan Engineer
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

ATTN: Jon Rose

Reference is made to your March, 25 1978 letter requesting justification for overruns on several projects under the Federal Aid Urban Program.

You indicated that Lake Road and Webster Road has overrun 3.9% of the authorized amount of $14,866.00. The overrun is due to the inflation of costs from the first estimate and the contract letting. The project has been completed and the final billing is made which will not exceed the present $14,866.00.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 23, 1978

Telephone 238-8250

WINSTON KURTH, County Engineer
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Subject: Progress Billing
Clackamas County Signal Project
Redland Road @ Holcomb Road
M-000S(1)
Clackamas County

Winston:

I'm having to return the County's two bills for County force work done at the intersection of Redland Road with Holcomb Road. These bills cover the period from July, 1977, through December, 1977, and total $28,361.02. Since FHWA originally authorized the County Force Order for work at this intersection in the amount of $21,415, these two bills when added to previous payments represent an overrun of almost 210%. With such a gross discrepancy, we are not able to request federal reimbursement unless we can demonstrate some justification. Additional authorization should have been requested as soon as the overrun became apparent but if you will provide some explanation and justification documenting the reasons for the overrun, we will request reimbursement. Time would be saved if you would at the same time submit a supplemental County Force Order to cover the total expected overrun.

The same situation is developing on the County Force Orders for work at Beavercreek and Maple Lane and at Lake Road and Webster Road. The first was authorized at $44,517 and has already overrun more than 5% and the second authorized at $14,866 with a present overrun of 3.9%. If any further costs are anticipated on these, you should consider requesting additional authorization.

Jon Rose

JON ROSE
Federal Aid Engineer

JR/ldo
Attachments
cc: Region 1
Gerry Wimer

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM
LGE ☑ FAE
APR 13 1978
File: PM
TAA Prange LG

FAU

This looks like info for Dick Bladom. If you agree send it to him.

MA PDM PDE TSE SPC
ODOT - METRO
APR 12 1978
AM PPS

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☑ FAE ☐
APR 20 1978
FILE T/A
TAA Prange
File: PM
LG
GEORGE
NOTED

April 7, 1978

Mr. Bob Bothman
Metropolitan Engineer
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

ATTN: Jon Rose

Reference is made to your March 25, 1978 letter requesting justification for overruns on several projects under the Federal Aid Urban Program.

You indicated that Lake Road and Webster Road has overrun 3.9% of the authorized amount of $14,866.00. The overrun is due to the inflation of costs from the first estimate and the contract letting. The project has been completed and the final billing is made which will not exceed the present $14,866.00.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engi

/rn

From Metro JON ROSE Date 4/13/78

To GERRY WIMER

[✓ Program Mgmt.] Traffic Region 1

Comments: For your information. This one force order seems to be ok. Two other force orders on that project are still in question: Beavercreek @ Maple and Redlands @ Holcomb.

✓

Jon Rose

NOTED
DWAYNE HOFF

203-1057
Contract 8333
Dick Bladorn says
not Title II
4-19-

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

M-[illegible]

County Force Order No. 5 approved 10-27-76 in the amount of $44,517 covered widening of travel lanes at the intersection of Beaver Cr. Rd. and Maple Lane and included storm drains, road construction, curbing, striping, and flashing beacons. All work was completed on August 1, 1978 at a final estimated cost of $83,350. A supplemental work order in the amount of $35,400 was submitted by the County on April 21, 1978. However, it was never approved by the State or FHWA because of lack of authorized funds.

County Force Order No. 6 approved 10-27-76 in the amount of $21,415 covered the widening of travel lanes at the intersection of Redland Rd. and Holcomb Rd., including storm drains, road construction, curbing, striping, flashing beacons, and turn arrow. All work was completed on August 1, 1978 at a final estimated cost of $66,630. A supplemental work order in the amount of $45,000 was submitted by the County on April 28, 1978. However, it was never approved by the State or FHWA because of the lack of authorized funds.

Based on the results of this field review, acceptance of the completed work is recommended. The reasons and justification for the large overruns on CFO #5 and CFO #6 must be formally submitted prior to final acceptance of the work by FHWA.

2-27-79

Sent xc to Gary Zehner, Proj. Mgt., for his info. Supplemental orders were sent to Proj. Mgt. earlier (2/15/79) & Gary has them on his desk awaiting a review of the charges by the monitoring engr.

WR

RECEIVED
STATE HWY ENG
FEB 26 '79
REFER TO
FOR
Info | Inces | R/D | D R | Sign | Act | File

cc: State (H. S. Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon	
IN COMPANY WITH M. Craft, W. Hoffman, and W. Schulte, OSHD, and B. Straight, Clackamas County				
DATE OF INSPECTION 2-13-79	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-000S(1)	
QUALITY OF WORK* Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED NA %	WORK COMPLETED 100 %

CLACKAMAS COUNTY SIGNAL PROJECT
COUNTY ROADS
Grading, Paving, Traffic Signals, Drainage, Striping

This project provided for the installation of traffic signals at four intersections, revision of existing signal at one intersection, installation of flashing beacons at two intersections and necessary widening and channelization including curbs, sidewalks, storm drains, and striping. The work was completed as follows:

Contract Work: Final inspection report No. 1, dated 3-14-77, covered the signal work completed at the intersections of King Rd. at Bell Ave., and Lake Rd. at Webster Rd.

Work By County Forces

County Force Order No. 1 approved 5-24-76 in the amount of $9,264 covered the widening of travel lanes at the existing intersection of King Rd. and Bell Ave., including storm drains, road construction, curbing, sidewalks, and striping. All work was completed by County Forces on August 1, 1978 at a final estimated cost of $11,670.

County Force Order No. 2 approved 5-24-76, in the amount of $14,866 covered widening of the intersection of Lake Rd. and Webster Rd. to provide additional travel lanes including curbs, culverts, surfacing, and striping. All work was completed by County Forces on August 1, 1978 at a final estimated cost of $15,112.

County Force Order No. 4 approved 7-12-76 in the amount of $1,501 covered the modification of existing signalized intersection of King Rd. and Linwood Ave. to include timed left-turn restriction signs for King Rd. during peak hours. All work by County Forces was completed on August 1, 1978 at a final estimated cost of $1,810.

2-7-79
[illegible]
Check
[illegible]

(continued)

FORM FHWA-1446A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

ORDER FOR FORCE WORK
PREFORMED BY COUNTY FORCES

ORDER NO. 6A

F.A. Project No. M-0005(1) Date April 25 1978

Street Redland Road @ Holcomb Boulevard

County Clackamas Prefix 203-1057 Account No. 279-06

Description of work to be done: Project construction is near completion. Channelization and flasher hookup remain.

Location: Sta. to Sta. or MP to MP Redland Road (#33018) at Holcomb Blvd. (#22019)

Estimate of quantities and costs:

Asphalt	1,400 ton	$16,700.
Flashing Beacon Materials		$ 3,200.
Equipment Rental		$ 4,500.
Labor (all categories)		$18,500.
Construction Engineering		$ 1,100.
Channelization & Flasher Hookup (Lump Sum)		$ 1,000
Total Supplemental Authorization		$45,000.

Explanation: Clackamas County requests additional authorization covering materials, labor and equipment charges in excess of the original authorization. The amount of $45,000.00 is the anticipated overrun and the Redland-Holcomb project total will not exceed $66,500.00.

Submitted by
County Traffic Engineer

Approved
ODOT

Enclosed is a supplemental County force order that covers the total anticipated overrun. Also enclosed is the returned billing totaling $28,361.02 that we are resubmitting.

We feel that the project was a very excellent safety improvement that will fit well with the proposed Oregon City Bypass Project access. Please review, and if you need more information before forwarding for authorization, do not hesitate to contact us.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encls.

205-1..
Contract 8333

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOFF
Development Services Administrator

April 25, 1978

MA PDM PDE TSE SPC
ODOT - METRO
APR 27 1978
AM PPS FILE T/A

Bob Bothman
Metropolitan Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

ATTN: Jon Rose

Reference is made to your March, 1978 letter requesting justification for overruns on several projects under the Federal Aid Urban Program. The letter indicates that the Redland and Holcomb Boulevard project has overrun a considerable amount over the authorized amount of $21,415. The approximate amount that has been paid to us is $37,315. We also have eliminated nearly $5,000 as ineligible overhead costs and have removed over $16,000 in work completed costs that we felt were outside the scope of the project. The remaining monthly billing returned to us amounts to the $28,360 and a small bill for $334 not previously submitted and added to the $37,315 will total approximately $66,000. The only remaining work pertains to the final hookup on the flasher. The total project cost will not exceed $66,500.

-210%

The following reasons are for justification of the overrun. First, comparing the original Redland and Holcomb Boulevard project estimate with the similarity of the Beavercreek and Maplelane job, it is felt that the original estimate was too low. Second, the estimate was submitted over three years ago for approval. The inflation over this time period has tremendously increased the costs of labor, equipment and materials. Third, the embankment and backfill work on Holcomb Boulevard which provided for adequate roadway width for a safe traffic taper was not included in the original estimate. The embankment work also eliminated a potential slide problem. The project has not been extended outside of its original limits.

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 1

Project Name Clackamas Co. Traffic Signals Contract No. 8333

Circle One: PA EWO [✓ SFO] No. 6A

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	
Reasons why work is necessary.		✓	
Has work started:	Yes	✓	
	No		
	Date Started		
Cost justification for price agreements.		✓	
Credit for salvaged material:	None	✓	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received		
	Date received	✓	
	Who discussed		
FHWA approval:	Not received		
	Date received		
	Who discussed	Wally Bryant	
Required signatures on order form.		✓	

Comments:

ORDER FOR FORCE WORK
PREFORMED BY COUNTY FORCES

ORDER NO. 5A

F.A. Project No. M-0005(1) Date April 21 1978

Street Beavercreek Road at Maple Lane Intersection

County Clackamas Prefix 203-1057 Account No. 279-05

Description of work to be done:
Completion of rock base, asphalt paving, extruded curb and flashing beacon installation at the intersection of Beavercreek Road at Maple Lane. This is submitted under Federal Aid Urban funds.

Location: Sta. to Sta. or MP to MP - Beavercreek Road (#52033) at Maple Lane (#32001)

Estimate of quantities and costs:

Base Rock	110 ton	$ 1,700.00
Asphalt	725 ton	$18,200.00
Extruded Curb	550 lin. ft	$ 1,100.00
Materials (Already in Place)		$10,000.00
Engineering		$ 1,300.00
Contingency (Labor & Materials for signing striping and flasher hook-up)		$ 3,100.00
	TOTAL	$35,400.00

Explanation:
Clackamas County is requesting additional authorization for the balance of materials required for completion and for materials already in place at the project intersection. The amount of $35,400.00 is the total anticipated overrun and the Beavercreek Road - Maple Lane project will not exceed $80,000.00.

Submitted by
County Traffic Engineer

Approved
ODOT

203-1057
Contract 8333

MA PDM PDE TSE SPC
ODOT - METRO
APR 25 1978
AM PPS FILE T/A

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

April 21, 1978

Bob Bothman
Metropolitan Engineer
Department of Transportation
Metropolitan Section
5821 N.E. Glisan
Portland, Oregon 97213

Atten: Jon Rose

Reference is made to your March, 1978 letter requesting justification for overruns on several projects under the Federal Aid Urban Program. The letter indicates Beavercreek and Maple Lane has overrun more than 5% of the authorized amount of $44,517. Additional monthly billing for materials used in the job amounts to $7,947.53 and an estimate to finish the project will amount to $25,000 for final rock, extended curbing, paving, final signal hookup and engineering. The total project cost will not exceed $80,000. [illegible]

The following reasons are submitted for justification of the overrun. The original project estimate was submitted over three years ago for approval. The inflation over this time period has increased these original costs of labor, equipment and materials tremendously. Also the estimate for the excavation, embankment and backfill was too low because of the difficulty encountered with rock excavation and some slide problems.

The project has not been extended outside of its original scope. Enclosed find the supplemental County force order that covers the total anticipated overrun.

Please review and if any additional information is needed before forwarding for authorization, contact us.

WINSTON W. KURTH, County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT, Traffic Engineer

/keg
Encl.

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS,
AND STATE FORCE ORDERS

Region 1

Project Name Clackamas Co. Traffic Signals Contract No. 8333

Circle One: PA EWO [✓ SFO] No. 5A

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	
Reasons why work is necessary.		✓	
Has work started:	Yes	✓	
	No		
	Date Started		
Cost justification for price agreements.		✓	
Credit for salvaged material:	None	✓	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received		
	Date received	✓	
	Who discussed		
FHWA approval:	Not received		
	Date received		
	Who discussed	Willy Bryant	
Required signatures on order form.		✓	

Comments:

CRAG
Columbia Region Association of Governments
527 S.W. Hall Street Portland, Oregon 97201 503/221-1646

December 29, 1978

Mr. Ted Spence
Policy & Planning Coordinator
ODOT - Metro Office
5821 NE Glisan
Portland, OR 97213

Dear Ted:

We have reviewed the funding authorizations for ECAP signal projects in Clackamas County. The funding authorization for these projects is $152,000. This authorization is the result of a number of TIP adjustments made over the past few years. The total federal cost for these projects of $153,854 is within the cost overrun guidelines (20% overrun allowance) and therefore obligation can proceed without further Board action.

While some projects individually may indicate an overrun, the ECAP projects should be treated on a collective basis. This approach enables Clackamas County to coordinate ECAP signal projects and funds with other construction projects.

Sincerely,

Bill
kt

C. William Ockert
Transportation Director

kt
cc: Denton Kent
Bernie Straight

MA PDM PDE TSE SPC
ODOT - METRO
JAN 02 1979
FILE T/A
AM PPS

Denton U. Kent
Executive Director

Regular Members
Clackamas County
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville

Multnomah County
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village

Washington County
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin

Associate Members
Clark County
Vancouver

St. Helens
Port of Portland
Tri-Met
State of Oregon

Ex-Officio Member
State of Washington

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8250
DEPT TELEPHONE

TO: MARION CRAFT
Region Construction Engineer

DATE: January 17, 1979

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: Request for Additional Authorization
Two County Force Orders
Redland at Holcomb
Beavercreek Road at Maple Lane
Clackamas County

SE RE RME RCE BE
TE RECEIVED RSM
UE JAN 18 1979 RSC
SO REGION 1 RBI
TO

As you recall, Clackamas County submitted bills for two county force orders on contract 8333. These bills covered costs incurred by the county in work at the Redland Road/Holcomb Boulevard intersection and Beavercreek Road/Maple Lane intersection. In both cases, the costs represented gross overruns of a magnitude which far exceeded CRAG's authorization. The bills could not be approved for payment until we had authorization in writing from CRAG allowing us to spend the money. A second question, of course, is whether FHWA is willing to authorize additional money and whether the justification offered by Clackamas County is sufficient to satisfy FHWA requirements.

We now have a letter from CRAG signed by Bill Ockert indicating that the overrun of these two county force orders does not result in an unacceptable overrun of the entire program as visualized by CRAG.

With the question of CRAG approval apparently resolved, it appears then that we should reconsider the bills and submit them to Project Management along with the county's revised force orders for further handling. Wally Bryant of FHWA, has indicated that the county's justification will be reviewed very critically and the resident engineer on the project should probably be asked for his observations. I am sending this to you because it appears to be a construction problem, but if there is anything further you need from me please advise.

lh

attachment

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
FEB 14 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

FAP No. M-000S(1) Contract 8333

Clackamas County Traffic Signal Project

PROJECT COST

Description	Latest Approved Estimate	Charged as of Jan. '79	Anticipated (?)
Contract Items	$ 42,057.88	$ 42,057.88	$ 42,057.88
Price Agreement #1	300.00	300.00	300.00
Co. Force Order #1	9,264.00	8,078.00	8,078.00
Co. Force Order #2	14,866.00	14,454.07	14,454.07
State Force Order #3	1,500.00	1,770.89	1,770.89
Co. Force Order #4	1,365.00	---	---
Co. Force Order #5	44,517.00	44,610.63	80,000.00
Co. Force Order #6	21,414.00	37,665.70	66,500.00
Engineering	10,800.72	12,863.41	12,863.41
TOTAL	$146,084.60	$ 161,800.58	$226,024.25

FHWA Project Agreement = $159,761.00 ($66,263.25 less than anticipated?)

Transportation Commission Authorization = $138,209.08 ($89,815.17 less than anticipated?)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

February 15, 1979

FILE:

FROM: Warren Richards
Const. Office Coordinator

TO: D. H. Moehring
Asst. State Hwy. Engineer

SUBJECT: Supplemental County
Force Orders 5 and 6
Clackamas County Traffic
Signal Project
Contract No. 8333
FAP No. M-000S(1)

Attached are Supplemental County Force Orders 5 and 6 for work performed by Clackamas County. It appears that the project cost will exceed the project agreement by over $66,000 and the authorized amount by approximately $90,000.

If you feel the supplemental orders should be approved, please obtain FHWA approval of the revised amounts and return. An increase in the project amount authorized by the Commission will also have to be obtained prior to approval. As the overrun appears to be entirely due to the county's work, it would appear that the increased authorization request should be handled by Project Management. If you prefer that Construction request the increase, we will need your assistance in justifying it as we have not been involved in the county work portion of the project.

I have attached a sheet showing what I believe to be the project cost. As you can see, we had anticipated a cost of $146,085 based on change orders and estimates processed through this office. As of the end of January, 1979 costs totaling $161,800 had already been charged to the project. Please note that no charge has yet been made to C.F.O. #4.

Early in the project Duane Ridings had mentioned that each intersection would be treated as a separate contract. If that was an attempt to keep the value of work performed by a public agency under $50,000, these supplemental orders may create yet another problem.

WR:mk

Attach.

PROJECT MANAGEMENT
CCE ☐ OTE ☐
TAE ☐ CMC ☐
FEB 15 1979
File: PM FA
LG CP
TAK

County	Total	Labor	Equipment	Materials
#07	$ 3,024.05	$ 989.25	$ 710.12	$1,324.68
08	213.79	52.08	2.05	159.66
10	19,091.98	12,525.20	1,172.39	5,394.39
11	1,705.13	25.83	56.00	1,623.30
TOTAL	$24,034.95	$13,592.36	$1,940.56	$8,502.03

County advises that it has six billings outstanding in addition to those paid and audited July 7 or January 26. The following costs must be added to the above when the invoices are located, paid and audited:

#8	4-24-78	$ 7,947.53
	7-31-78	28,486.09
	TOTAL	$36,433.62

#10	3- 3-78	$24,053.19
		4,307.83
	4-24-78	334.59
	7-31-78	615.21
	TOTAL	$29,310.82

These six invoices were not received by Accounting and are being traced through various field offices.

Conclusion

I recommend no change in the amounts paid on subject project. The final voucher to FHWA, however, should be deferred pending receipt of outstanding charges.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
[illegible] Highway Division

DWJ:njc

cc: R. J. Hacek
Gary Zehner ✓

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT
DEPT.
2874
TELEPHONE

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: February 28, 1979

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
Clackamas County
FAP #M-000S(1)

Definition Statement

The subject federal aid project includes seven various County projects. On and after July 7, 1977, I audited costs of $73,470 incurred to date on those County projects - three of which were completed and four of which were as yet incomplete. The audit report was dated January 31, 1978.

All of those projects have been completed subsequently, and the additional costs were subject to audit. They were billed as follows, approved and paid on a "pass-through" basis:

County No.	Description	SFO #	Costs Billed
GF 7707	Kings Road/Bell	1	$ 3,024.05
GF 7708	Beavercreek/Maple	5	213.79
GF 7710	Redlands/Holcombe	6	19,091.98
GF 7811	Linwood/King	4	1,707.13

Analysis

The previous audit report disclosed that the only significant ineligible cost in the County billings was a percentage of direct labor cost to cover indirect, administrative (overhead) costs. The appropriate deduction was made in all seven projects for such costs billed to July 7, 1977. County revised its billings prior to submission until October 1, 1977, and revised its ADP billing program to exclude the ineligible component from all subsequent billings.

On January 26, 1979, I met with Bernie Straight and other County personnel to examine the procedures and documentation, not only for the subject federal aid project, but also for six additional projects conducted simultaneously. Each of these other projects will be reported separately for the convenience of FHWA.

Except for the program correction noted above (to delete overhead markups), there was no change in project cost allocation procedures or documentation. I was able to place considerable reliance upon the prior audit assurance that costs billed were reasonable, allocable, allowable and well supported. An appropriate sampling of transactions disclosed no exceptions. Costs were audited in the following categories:

July 31, 1978

O.D.O.T.
5821 N.E. Glisan Street
Portland, Oregon 97213

PROJECT TITLE: Beavercreek Road at Maple Lane

PROJECT NUMBER: MOOOS (1)

PREFIX NUMBER: 203-1057

CLACKAMAS COUNTY JOB NUMBER: GF 78008

Billing for cost incurred since prior billing on the Beavercreek Road at Maple Lane Flashing Beacon and Widening.

This is the Final Billing, no further charges will be made to GF 78008.

April	1978	$ 38.64
May	1978	841.23
June	1978	27,606.22
TOTAL		$28,486.09

BEAVERCREEK ROAD AT MAPLE LANE
GF 78008

PROJECT COST COMPARISON

AUTHORIZATION PREFIX 203-1057 M000S-(1) ORDER NO. 5

		COST	AUTHORIZATION	OVERRUN
I.	Engineering	$ 3,125.00	$ 4,046.00	+$ 921.00
II.	Labor (Roadwork)	26,060.00	7,144.00	- 18,916.00
III.	Labor (Flasher)	735.00	1,986.00	+ 1,251.00
IV.	Equipment Rental	14,810.00	2,921.00	- 11,889.00
V.	Materials			
	Fill Rock	7,600.00	2,340.00	- 5,260.00
	Base Rock	700.00	700.00	- 0
	Tile & Inlets	5,200.00	5,680.00	+ 480.00
	Patching Asphalt	400.00		- 400.00
	Sidewalk & Curb	5,200.00	7,735.00	+ 2,535.00
	Asphalt	13,500.00	8,795.00	- 4,705.00
	Flasher Material	3,200.00	2,920.00	- 280.00
	Signing & Striping	190.00	250.00	+ 60.00
	Barricading	190.00		- 190.00
	Contract Work	350.00		- 350.00
		$81,260.00	$44,517.00	$36,743.00
	PAYMENT AMOUNT RECEIVED	$46,697.00		
	PAYMENT FROM 503-1995	- 2,085.00		
		$44,612.00		
	AUTHORIZATION	$44,517.00		
	PAYMENTS ABOVE AUTHORIZATION	$ 95.00		

Category (V) Materials has two items deserving discussion. The fill material (reject rock) could not be supplied at the estimated $1.00 per yard. County stock piles were first deplated then commercial sources were used to supply the material. Additional granular material was required to provide an embankment foundation in the area of the existing stream. The amount of Class "C" asphalt exceeded the estimate by 235 ton. The additional asphalt provided sufficient length tapers to the widened section. The County's cost of $12.06 per ton disagrees with the two year old estimated price of $9.85 per ton.

Construction work began during July, 1977, running through October, 1977. By this time, the weather was no longer suitable for the project paving. This final work was accomplished as soon as the paving operations could begin this last spring.

As stated in earlier correspondence, the project has not been extended beyond its original scope and its cost justified by the safety improvement obtained.

At present, two previous billings of $213.79 and $7,947.53 and a request for additional authorization in the amount of $35,400.00 are being held. Enclosed is the County's final billing for the months of April, May and June in the amount of $28,486.09. No further charges are anticipated to the project.

Please review and forward this letter of justification, billing and request for additional authorization for approval and payment.

DONALD D. BROADSWORD, Operations Director

By

BERNARD L. STRAIGHT, Traffic Engineer

/kj

Encls.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

MA PDM PDE TSE SPC
ODOT - METRO
AUG 8 1978
AM PPS
FILE-T/A

August 7, 1978

Mr. R. N. Bothman
Department of Transportation
Metropolitan Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Atten: Mr. Jon Rose

The Beavercreek Road and Maple Lane Project, funded under Federal Aid Urban Program, is now complete and the final billing prepared. Clackamas County proceeded with the completion of the project awaiting approval of the supplemental Force Work Order submitted April 21, 1978.

It was learned in our meeting July 10, 1978, that this project required further justification regarding the overrun, conditional to the approval of the additional authorization and payment. A printout of the most recent charges along with past billings has been reviewed giving a total perspective of the project. Comparison of the actual cost to the original project authorization is used to explain the overrun as suggested by Mr. Clair Kuiper, the State's project monitor. Please see the attached cost comparison.

Preliminary engineering charges amounting to $2,085.00 have been accounted to the March 3, 1975 Authority for Survey, Prefix 503-1995. The remaining engineering charges of $3,125.00 are within the $4,046.00 authorized by the Force Work Order dated August 4, 1976, using Prefix 203-1057.

The closely related cost catagories (II) Labor (Road Work) and (IV) Equipment Charges reflect the majority of the overrun. Estimates made in these areas were simply too low. The project required approximately 900 cu. yds of general excavation and placement of 3,325 cu. yds of embankment material. Difficulties were encountered with the excavation. Large boulders in the cut had to be drilled and split, entering an unanticipated cost. Based on an evaluation of the State's printout of contractor average bid prices during 1977, segregating and deducting the borrow material expense, that roadwork would cost $16,000.00. Similarly, other work completed, if done by contract, would include labor and equipment of $6,500.00 for curb and sidewalk, $8,000.00 in the asphalt paving, approximately $9,000.00 for the total drainage work and $1,200.00 for placement of the base rock. These probable contractor, labor and equipment expenses total $40,700.00, the charges by County forces are $30,805.00.

July 31, 1978

O.D.O.T.
5821 N.E. Glisan Street
Portland, Oregon 97213

PROJECT TITLE: Redland Road at Holcomb Blvd.

PROJECT NUMBER: MOOOS (1)

PREFIX NUMBER: 203-1057

CLACKAMAS COUNTY JOB NUMBER: GF 78010

Billing for cost incurred since proir billing on the Redland Road at Holcomb Blvd. Flashing Beacon and Widening.

This is the Final Billing, no further charges will be made to GF 78010.

April 1978	$ 70.05
May 1978	281.63
June 1978	263.53
TOTAL	$615.21

REDLAND ROAD AT HOLCOMB BLVD.

GF 78010

PROJECT COST COMPARISON

AUTHORIZATION PREFIX 203-1057 M000S(1) ORDER #6

		COST	AUTHORIZATION	OVERRUN
I.	Engineering	$4,460.00	$1,942.00	- $ 2,518.00
II.	Labor (Roadwork)	$18,790.00	$3,351.00	- $15,439.00
III.	Labor (Flasher)	$ 360.00	$1,986.00	+ $ 1,626.00
IV.	Equipment Rental	$8,410.00	$1,334.00	- $ 7,076.00
V.	Materials			
	Fill Rock	$3,910.00		- $ 3,910.00
	Base Rock	$ 700.00	$ 700.00	
	Tile & Inlets	$3,070.00	$1,550.00	- $ 1,520.00
	Patching Asphalt	$1,380.00		- $ 1,380.00
	Curb	$2,230.00	$2,080.00	- $ 150.00
	Asphalt	$14,780.00	$5,202.00	- $ 9,578.00
	Flasher Material	$3,255.00	$3,145.00	- $ 110.00
	Signing & Striping	$ 170.00	$ 125.00	- $ 45.00
	Barricading	$ 460.00		- $ 460.00
	Contract Work	$ 275.00		- $ 275.00
		$62,250.00	$21,415.00	$40,835.00

PAYMENTS AMOUNTS RECEIVED	$37,315.00
PAYMENT FROM 503-1995	- 4,380.00
	$32,935.00
AUTHORIZATION	$21,415.00
PAYMENTS ABOVE AUTHORIZATION	$11,520.00

As with the Beavercreek Road at Maplelane project, labor and equipment rental charges do not appear out of line in comparison with contractor bids for similar work minus materials.

On April 28, 1978, Clackamas County submitted a supplemental Force Work Order for the amount of $45,000.00. Previous billings totaling $28,695.68 are being held subsequent to authorization for payment. Enclosed is the County's final billing for work done on the flasher hookup totaling $615.21. No further charges are anticipated to this project.

Please review and forward this letter of justification, billings and request for additional authorization for approval and payment.

DONALD D. BROADSWORD - Operations Director

By Bernard L Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

Encls.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 7, 1978

MA PDM PDE TSE SPC
ODOT - METRO
AUG 8 1978
AM PPS M FILE T/A

Mr. R. N. Bothman
Department of Transportation
Metropolitan Division
5821 N. E. Glisan Street
Portland, Oregon 97213

ATTN: Mr. Jon Rose

Reference is made to your July 10, 1978, request for a statement of further justification of the cost overrun for the County Force Work at Redland Road at Holcomb Boulevard under the Federal Aid Urban Program. The project estimate submitted September 6, 1976 was made from plan information which would not have provided a satisfactory intersection improvement. It was determined, following approval, the project as proposed required revision. An adequate design to provide safe and efficient traffic operation and increase the intersection capacity was done. On Holcomb Boulevard, the approach curve was decreased and super elevated and the widening extended 250 feet. At the same time, the improvement to Redland Road was designed to connect to the existing curbed section to the west and to terminate 400 feet south of the intersection. This changed the material quantities and had a corresponding change in the labor and equipment rental estimate. For this reason the attached cost comparison does not truly represent specific areas of the overrun.

Embankment work on Holcomb Boulevard required placement of 1,960 cubic yards of granular material. By doing this work a sufficient road width is now provided along with an adequate transition to the old roadway. The slope was built on a 2 to 1 ratio eliminating the potential for sliding and reducing maintenance costs.

Project pavement quantities of 825 tons of Class "C" asphalt, construction of three additional inlets, connecting twelve inch concrete pipe and construction of one shallow manhole are the remaining in place materials not included in the approved authorization. An additional $16,390.00 of the project cost had been excluded by the County feeling this work was beyond the scope of the project.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 19 1979 ff
M
File: PM FA
LG OP
TAA 3 hwe

3-26-79
✓

CLACKAMAS COUNTY TRAFFIC SIGNALS

TOTAL COST (AS OF 3-15-79)	$162,056
FORCE ORDER #5A (Beaver Cr. at Maple Lane)	35,400
FORCE ORDER #6A (Redland Rd at Holcomb Rd)	45,000
ANTICIPATED TOTAL COST	$242,456
FEDERAL FUNDS (88%)	213,361
FEDERAL FUNDS (78% ORIG.)	189,116

JON

Bill Ockert's letter to Ted Spence of Dec. 29, 1978 identified the funding authorization for this project at $152,000. Before we can process F.O. #5A and #6A funding clearance is required for the indicated cost figures.

Gary E. Zel

3-26-79
orig. to Jon Rose
✓

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                              ** JOB TOTALS **                    **                **        85.02   **

CO TRAFFIC SIGNALS     CONT NO          FA PROJ NOS H   00S001 100                               00        STATE
                           503    1995      296       00 N 9                       .15CR     12,383.03CR
                           503    1995      298       00 N 9                       .15       12,383.03
                           503    1995      901       00 P 1                                    947.03
                           503    1995      903       00 P 1                                 11,281.80
                           503    1995      905       00 P 1                                    227.70

ATE JOB COST SUMMARY                                               FEBRUARY 1979          PAGE  726

                                                                       FISCAL             GRAND TOTAL
N OF JOB OR DEPARTMENT       PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                           503    1995      905       00 N 1                                      3.10
                           503    1995      911       00 P 1                                  2,651.34
                           503    1995      911       00 N 1                                      8.04
                           503    1995      914       00 P 1                                     10.80
                           503    1995      915       00 P 1                                     73.85
                           503    1995      920       00 P 1                                     28.90
                           503    1995      921       00 P 1                                    615.68
                                            TOT          P1                                  15,837.10
                                            TOT          N1                                      11.14
                                       ** JOB TOTALS **                 **              **   15,848.24   **

CO SIGNING ON FAS      CONT NO          FA PROJ NOS HHS 00S017 100                                00        STATE
                           504    1925      296       00 N 9                    154.26CR       516.54CR
                           504    1925      298       00 N 9                    154.26         516.54
                           504    1925      901       00 N 1                      6.09           6.09
                           504    1925      905       00 P 1                                   398.15
                           504    1925      906       00 P 1                                     4.38
                           504    1925      915       00 P 1                    171.40         171.40
                                            TOT          P1                     171.40         573.93
                                            TOT          N1                       6.09           6.09
                                       ** JOB TOTALS **                 **      177.49   **    580.02   **

RIV FLS RR RIV LOOP RD CONT NO          FA PROJ NOS 2S  733001 100                                00        STATE
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B COST SUMMARY FEBRUARY 1979 PAGE 141

OB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
IC SIGNALS	CONT NO 8333 = FA PROJ NOS M 00S001 100						00	STATE	
	203	1057	201	00 P 1 CONT.			42,357.88	76	77
	203	1057	206	00 N 1 INT.			19.17	77	77
	203	1057	279	01 P 1 CFC#1			8,078.00	76	76
	203	1057	279	02 P 1 CFO#2			14,454.07	76	78
	203	1057	279	05 P 1 CFO#5			44,610.63	77	78
	203	1057	279	06 P 1 CFO#6		4,729.18	37,665.70	77	78
	203	1057	296	00 N 9 Trans St.			133,883.00CR	76	78
	203	1057	297	00 N 9 " CO.			12,000.00	76	76
	203	1057	298	00 N 9 " FED			121,883.00	76	78
	203	1057	900	00 P 1 ENGR.			12,305.28	76	78
	203	1057	900	00 N 1			192.43	76	78
	203	1057	900	03 P 1 SEC#3			1,770.89	76	77
	203	1057	915	00 P 1 AUDIT	237.11	237.11	485.54	77	79
	203	1057	985	00 P 1 EEO			117.27	76	77
			TOT	P1	237.11	4,966.29	161,845.26		
			TOT	N1			211.60		
			** JOB TOTALS **		237.11 **	4,966.29 **	162,056.86 **		
IWE BRIDGE	CONT NO 8469 * FA PROJ NOS OS 300001 100						00	STATE	
	203	1067	201	00 P 1			468,237.84	77	78
	203	1067	203	00 P 1			3,800.00CR	77	78
	203	1067	206	00 N 1			8.00	78	78
	203	1067	296	00 N 9			496,493.94CR	77	77
	203	1067	297	00 N 9			140,700.94	77	77
	203	1067	298	00 N 9			355,793.00	77	77
	203	1067	900	00 P 1		33.54	45,530.24	77	78
	203	1067	900	00 N 1			362.54	77	78
	203	1067	921	00 P 1			185.00CR	77	77
	203	1067	950	00 P 1			479.54	77	78
	203	1067	950	00 N 1			39.00	78	78
	203	1067	985	00 P 1			179.63	77	77
			TOT	P1		33.54	510,442.25		
			TOT	N1			414.54		
			** JOB TOTALS **		**	33.54 **	510,856.79 **		

4-25-79
Jon has put together
analysis for Ted Spencer to
present to NSD for increase.

3-27-79

CLACKAMAS COUNTY TRAFFIC SIGNAL PROJECT
SUMMARY OF CONSTRUCTION COSTS
THRU FEB. 1979

PAYMENTS TO CONTRACTOR	$42,357.88
INTEREST PAID CONTRACTOR	19.17
C.F.O. #1 (KING RD. & BELL AVE.)	8,078.00
C.F.O. #2 (LAKE RD. & WEBSTER RD.)	14,454.07
S.F.O. #3	1,770.89
C.F.O. #4 (KING RD. & LINWOOD AVE.)	—
C.F.O. #5 (BEAVER CR. RD. & MAPLE LN.)	44,610.63
C.F.O. #6 (REDLAND RD. & HOLCOMB RD.)	37,665.70
ENGINEERING	12,497.71
AUDIT EXPENSE	485.54
E.E.O.	117.27
SUB-TOTAL	$162,056.86

SUPPLEMENTAL ORDERS SUBMITTED BY COUNTY:

C.F.O. #5A (BEAVER CR. RD. & MAPLE LN)	$35,400
C.F.O. #6A (REDLAND RD. & HOLCOMB RD)	45,000
SUB-TOTAL	$80,400
ANTICIPATED CONST. COST	$242,456.86
PRELIMINARY ENGINEERING COST	15,848.24
ANTICIPATED TOTAL COST	$258,305.10
" FEDERAL FUNDS	227,308.49 (88%)

cc: JON ROSE
SENT 3-27-79

3-28-79
Z

CLACK. CO. TR. SIGNALS – ORIGINAL REQUEST FOR FORCE ORDER WORK

			CONST. ENGR.	
#4	KING RD. @ LINWOOD AVE. –	1,365.00 +	136.00 =	1,501.00
#2	LAKE RD. @ WEBSTER RD. –	13,514.86 +	1,351.14 =	14,866.00
#1	KING RD. @ BELL AVE. –	8,422.04 +	841.96 =	9,264.00
#5	BEAVERCREEK RD. @ MAPLE LN. –	40,470.04 +	4,046.96 =	44,517.00
#6	REDLAND RD. @ HOLCOMB RD. –	19,472.35 +	1942.65 =	21,415.00
		TOTAL		#91,563.00

PRELIMINARY ENGINEERING	#15,000.00
CONTRACT WORK	50,498.00
ESTIMATED COST @ PS&E →	#157,061.00

County Force Work (Channelization) Order #2

Labor		$ 2,594.76
Equipment		1,125.10
Material		9,795.00
	Subtotal	$13,514.86
	Engineering	1,351.14
	Total	$14,866.00

Type Code Y031
Roadwork (King Road at Linnwood Ave.)

County Force work (Left turn Signal) Order #4

Labor	All Required	$19,150.00
Equipment	All Required	8,410.00
Material	All Required	30,230.00
	Subtotal	$57,790.00
	Engineering	4,460.00
	Total	$62,250.00

Length of Project - - - - - - - - - - - - - - 0.00 mile

Summary of Funds (85.80%)

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 15,900	$13,642	$1,129	$1,129
Traffic Signals (Contract)	50,498	43,326	3,586	3,586
County Force Work Order #1	9,264	7,948	658	658
County Force Work Order #2	14,866	12,754	1,056	1,056
County Force Work Order #4	1,501	1,287	107	107
County Force Work Order #5	81,260	69,720	5,770	5,770
County Force Work Order #6	62,250	53,410	4,420	4,420
Total	$235,539	$202,087	$16,726	$16,726

Group 1 100%
Contract No. 8333
Prefix No. 203-1057
Prefix No. PE 503-1995

Oregon State Highway Division
Salem, Oregon, October 4, 1979

Federal Aid Project
No. M-000S(1) Safety

Clackamas County Traffic Signals
County Roads
Clackamas County

Revised project agreement estimate to increase funds to cover costs higher than anticipated for County force orders and reduce the preliminary engineering amount.

Type Code P.E. Preliminary Engineering	All Required		$15,900.00

Type Code Y031 (Contract No. 8333)
Traffic Signals (At 2 County Road Intersections)

Temporary Protection and Direction of Traffic	All Required		$ 1,300.00
Temporary Signs (Final quanity)	100.5 Sq.Ft.	6.50	653.25
Flagmen	4 Hour	15.00	60.00
Traffic Signal Installation, Complete	All Required		40,043.00
	Total		$42,056.25
Anticipated Items			
Permanent Signing	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		1,000.00
Price Agreement #1, wireing	All Required		300.00
			$ 2,300.00
Subtotal			$44,356.25
Engineering			4,641.75
Engineering (Signal Controller Testing)			1,500.00
	Total		$50,498.00

Type Code Y008
King Road at Bell Ave. Interchange

County Force Work (Channelization) Order #1		
Labor	All Required	$2,501.24
Equiptment	All Required	743.80
Material	All Required	5,177.00
Subtotal		$8,422.04
Engineering		841.96
Total		$9,264.00

Type Code Y008
Lake Road at Webster Road Interchange

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 4, 1979

In Reply Refer to
File No.: TRA 16-6

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Clackamas Co. Traffic Signal Project
Oregon Project No. M-000S(1) Safety

We are forwarding a revised Project Agreement with supporting information in the form of a revised project agreement estimate and supplemental county force orders Nos. 5 and 6 covering the project cost overrun.

This project includes county force work at 5 locations with supplemental contract work at 2 of the 5 locations. We have delayed submitting this request until now because the Metropolitan Service District budget did not include funding in an amount to cover the project. The TIP Annual Element for Fiscal Year 1980, includes funding for the entire project including the overrun on County Force orders 5 and 6.

We feel Clackamas County should be reimbursed for the cost overrun on the two sections of work at Beavercreek Rd. @ Maple Lane Intersection and Redland Rd. @ Holcomb Boulevard for the following reasons: The original project estimate was submitted over three years ago; the inflation over this time period has increased those original costs of labor, equipment and materials to a very large degree. The estimated quantities for the labor, excavation, embankment and backfill was too low because of the difficulty encountered with rock excavation and some slide problems. We hereby request your approval of the attached supplemental County Force orders No. 5A and 6A to cover the extra cost.

The project has been completed satisfactorily as evidenced by the FHWA final inspection report dated February 13, 1979.

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ FE ☐ PRE ☐
[illegible] 1 [illegible]
REFERRED TO N
FOR
FILE: PM FA LG.

DAR:dmc
cc: Jon Rose
G. Zehner
R. Church
V. E. Skoog

Form 734-3122

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-000S(1)
Clackamas County Traffic Signal Project

Date: October 18, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The revised Project Agreement, and other supporting data submitted with Mr. Swan's October 4, 1979, letter has been reviewed. The information submitted does not adequately support the large overruns requested for supplemental County Force Orders 5A and 6A.

It is requested, therefore, that a complete and comprehensive breakdown of the reasons for overruns, on an item by item basis, be submitted for our review and consideration. The supplemental County Force Orders 5A and 6A, along with the revised project agreement, will be retained in our files pending receipt of additional justification requested.

G. K. Hossner
for G. L. Green

10-23-79
Notified Jon Rose
of FHWA Action.
He will get w/County.

RECEIVED
STATE HWY ENGR
OCT 19'79
REFER TO
Machrisig
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: Jon Rose
Warren Richards

12-13-79
Jon Rose says County has
submitted data to Swan and
is onea to FHWA.

Oregon State Highway Division
Salem, Oregon, December 13, 1979

Federal Aid Project
No. M-000S(1) Safety

Type Code Y008
Roadway (Redland Road at Holcomb Road)
(Revised final cost)
County Force Work (Channelization and Flashing Beacon) Order #6

Labor	All Required	$ 19,150.00
Equipment	All Required	8,410.00
Material	All Required	30,230.00
Subtotal		$ 57,790.00
Engineering		4,460.00
Total		$ 62,250.00

Length of Project - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS (85.80%)

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 15,900	$ 13,642	$ 1,129	$ 1,129
Traffic Signals (Contract)	50,498	43,326	3,586	3,586
County Force Work Order #1	9,264	7,948	658	658
County Force Work Order #2	14,866	12,754	1,056	1,056
County Force Work Order #4	1,501	1,287	107	107
County Force Work Order #5	81,260	69,720	5,770	5,770
County Force Work Order #6	62,250	53,410	4,420	4,420
Total	$ 235,539	$ 202,087	$ 16,726	$ 16,726

Group 1 100%
Contract No. 8333
Prefix No. 203-1057
Prefix No. PE 503-1995

Type Code Y008
Lake Road at Webster Road Interchange

County Force Work (Channelization) Order #2

Labor		$ 2,594.76
Equipment		1,125.10
Material		9,795.00
	Subtotal	$ 13,514.86
	Engineering	1,351.14
	Total	$ 14,866.00

Type Code Y031
Roadwork (King Road at Linnwood Ave.)

County Force Work (Left turn Signal) Order #4

Labor		All Required	$ 512.00
Equipment		All Required	46.00
Material		All Required	807.00
	Subtotal		$ 1,365.00
	Engineering		136.00
	Total		$ 1,501.00

Type Code Y008
Roadway (Beavercreek Road at Maple Lane)
(Revised final cost)
County Force Work (Channelization & Flashing Beacon) Order #5

Labor		All Required	$ 26,795.00
Equipment		All Required	14,810.00
Material		All Required	36,530.00
	Subtotal		$ 78,135.00
	Engineering		3,125.00
	Total		$ 81,260.00

Oregon State Highway Division
Salem, Oregon, December 13, 1979

Federal Aid Project
No. M-000S(1) Safety

CLACKAMAS COUNTY TRAFFIC SIGNALS
COUNTY ROADS
CLACKAMAS COUNTY

Revised Project Agreement Estimate to increase funds to cover costs higher than anticipated for county force orders and reduce the preliminary engineering amount.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,900.00

Type Code Y031 (Contract No. 8333)
Traffic Signals (at 2 County Road Intersections)

Temporary Protection and Direction of Traffic	All Required		$ 1,300.00
Temporary Signs (Final quantity)	100.5 Sq.Ft.	6.50	653.25
Flagmen (Final quantity)	4 Hr.	15.00	60.00
Traffic Signal Installation, Complete	All Required		40,043.00
			$ 42,056.25
Anticipated Items			
Permanent Signing	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		1,000.00
Price Agreement #1, wiring	All Required		300.00
			$ 2,300.00
Subtotal			$ 44,356.25
Engineering			4,641.75
Engineering (Signal Controller Testing)			1,500.00
Total			$ 50,498.00

Type Code Y008
King Road at Bell Ave. Interchange

County Force Work (Channelization) Order #1

Labor	All Required	$ 2,501.24
Equipment	All Required	743.80
Material	All Required	5,177.00
Subtotal		$ 8,422.04
Engineering		841.96
Total		$ 9,264.00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

December 14, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. M-000S(1)
Clackamas County Traffic Signal Project

Your letter of October 18, 1979 (HFO.1-OR) withheld approval of an overrun in final costs for work accomplished by Clackamas County forces on the subject project and requested a further breakdown of costs be forwarded.

Attached is a copy of additional information received from Clackamas County which we now trust will meet with your approval and allow further processing of the revised county force orders no. 5A & 6A and modification of project agreement as requested in my letter of October 4, 1979.

CL:
Attachment

cc: J. Rose
G. Zehner✓
R. Church
V. Skoog

GARY

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-000S(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon
12-18-79

PROGRAM NO.:

ITEM NO.: M-32

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

Copy to
G. Zehner

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Various Urban Routes
10-27-76	12-18-79	STATE ROUTE NUMBER	County Roads

GENERAL LOCATION:
Clackamas County Traffic Signal Project

GENERAL DESCRIPTION OF WORK:
Revised County Force Orders

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of October 4, 1979 and December 14, 1979 and supporting data submitted, I approve the Revised TEC of CFO #5 to $79,917 with Federal participation limited to $68,568 and CFO #6 to $66,415 with Federal participation limited to $56,984.

1-10-80
Orig. CFO #5A & #6A to
Warren Richards w/Justification
and PR-1240. ✓

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-18-79	G. K.	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-812

Work Retained in Program Status
(Not included in totals below)

County Force Work (At 5 Intersections)

Grading, King Road @ Bell Ave.	All Required	$ 9,200.00
Grading, Lake Road @ Webster Rd.	All Required	14,900.00
Left-turn control, King Rd. @ Linwood	All Required	1,500.00
Flashing Beacon, Redland Rd. @ Holcomb	All Required	3,500.00
Grading, Redland Rd. @ Holcomb	All Required	10,000.00
Flashing Beacon, Beaver Cr. Rd. @ Maple Lane	All Required	3,500.00
Grading, Beaver Cr. Rd. @ Maple Lane	All Required	30,000.00
		$72,600.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	$15,000.00	$11,728.00	$1,636.00	$1,636.00
Traffic Signals	50,498.00	39,484.00	5,507.00	5,507.00
Total	$65,498.00	$51,212.00	$7,143.00	$7,143.00

Group 1	100%
Contract No.	8333
Prefix No.	203-1057
Prefix No.	P.E. 503-1995

Oregon State Highway Division
Salem, Oregon, March 29, 1976

Federal-Aid Project
No. M-000S(1) Safety

CLACKAMAS COUNTY TRAFFIC SIGNALS
COUNTY ROADS
CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$15,000.00

Type Code Y031
Traffic Signals (At 2 County Road Intersections)

Temporary Protection and Direction of Traffic	All Required		$ 1,300.00
Temporary Signs	210 sq.ft.	6.50	1,365.00
Flagmen	80 hours	15.00	1,200.00
Traffic Signal Installation, Complete	All Required		40,043.00
			$43,908.00

Anticipated Items

Permanent Signing	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		1,000.00
			$ 2,000.00
	Subtotal		$45,908.00
	Engineering		3,090.00
	Engineering (Signal Controller Testing)		1,500.00
	Total		$50,498.00

Length of Project - - - - - - - - - - 0.00 Mile

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8333

STATE COPY

1

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
H-109
~~H-107~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4 - 9 - 76

State Oregon
County Clackamas
Project No. M-0005(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds. 7 Intersections N & E of Oregon City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-25-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-76	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 65,498	$ 51,212

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator APR 9 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Subtotal	$ 40,470.04
Engineering	4,046.96
Total	$ 44,517.00

Type Code Y008
Roadway (Redland road at Holcomb Road)

County Force Work (Channelization and Flashing Beacon) Order #6

Labor	All Required	$ 5,336.83
Equipment	All Required	1,333.70
Material	All Required	12,801.82
	Total	$ 21,415.00

Length of Project - - - - - -0.00 Mile

SUMMARY OF FUNDS (85.80%)

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	17,700	15,186	1,257	1,257
Traffic Signals (Contract)	50,498	43,326	3,586	3,586
County Force Work Order #1	9,264	7,948	658	658
County Force Work Order #2	14,866	12,754	1,056	1,056
County Force Work Order #4	1,501	1,287	107	107
County Force Work Order #5	44,517	38,195	3,161	3,161
County Force Work Order #6	21,415	18,373	1,521	1,521
Totals	$159,761	$137,069	$11,346	$11,346

Group 1 - 100%
Contract No. 8333
Prefix No. 203-1057
Prefix No. PE 503-1995

	Subtotal	$ 8,422.04
	Engineering	841.96
	Total	$ 9,264.00

Type Code Y008
Lake Road at Webster Road Interchange

County Force Work (Channelization)
Order #2

Labor	All Required	$ 2,594.76
Equipment	All Required	1,125.10
Material	All Required	9,795.00
	Subtotal	13,514.86
	Engineering	1,351.14
	Total	$14,866.00

Type Code Y031
Roadwork (King Road at Linnwood Ave.)

County Force Work (Left-Turn Signal)
Order #4

Labor	All Required	$ 512.00
Equipment	All Required	46.00
Material	All Required	807.00
	Subtotal	1,365.00
	Engineering	136.00
	Total	$ 1,501.00

Type Code Y008
Roadway (Beavercreek Road at Maple Lane)

County Force Work (Channelization and
Flashing Beacon) Order #5

Labor	All Required	$ 9,130.44
Equipment	All Required	2,921.60
Material	All Required	28,418.00

Oregon State Highway Division
Salem, Oregon, December 8, 1976

Federal-aid Project
No. M-000S(1)

CLACKAMAS COUNTY TRAFFIC SIGNALS
COUNTY ROADS
CLACKAMAS COUNTY

Revised Project Agrrement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 17,700.00

Type Code Y031 (Contract)
Traffic Signals (At two County Road Intersections)

Temporary Protection and Direction of Traffic	All Required		$ 1,300.00
Temporary Signs	210 Sq. ft.	6.50	1,365.00
Flagmen	80 hour	15.00	1,200.00
Traffic Signal Installation, Complete	All Required		40,043.00
			$ 43,908.00

Anticipated Items

Permanent Signing	All Required	$ 1,000.00
Permanent Pavement Striping	All Required	1,000.00
		$ 2,000.00

Subtotal	45,908.00
Engineering	3,090.00
Engineering (Signal) Controller Testing	1,500.00
Total	$ 50,498.00

Type Code Y008
King Road at Bell Ave. Interchange

County Force Work (Channelization)
Order #1

Labor	All Required	$ 2,501.24
Equipment	All Required	743.80
Material	All Required	5,177.00

STATE COPY 15

8333

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-81		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	12-16-76	Project Number M-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 65,498	$ 159,761
Federal funds	$ 51,212	$ 137,069
Other revisions		

This modification is made for the following reasons: To include authorized county force work and increase pro rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of December, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

Oregon State Highway Division
Salem, Oregon, December 13, 1979

Federal Aid Project
No. M-000S(1) Safety

Type Code Y008
Roadway (Redland Road at Holcomb Road)

County Force Work (Channelization and Flashing Beacon) Order #6

Labor	All Required	$23,836.83
Equipment	All Required	5,833.70
Material	All Required	33,701.82
	Subtotal	$63,372.35
	Engineering	3,042.65
	Total	$66,415.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS (85.80%)

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 15,900	$13,642	$1,129	$1,129
Traffic Signals (Contract)	50,498	43,326	3,586	3,586
County Force Work Order #1	9,264	7,948	658	658
County Force Work Order #2	14,866	12,754	1,056	1,056
County Force Work Order #4	1,501	1,287	107	107
County Force Work Order #5	79,917	68,568	5,675	5,674
County Force Work Order #6	66,415	56,984	4,715	4,716
Total	$238,361	$204,509	$16,926	$16,926

Group 1	100%
Contract No.	8333
Prefix:	203-1057
Prefix:	PE 503-1995

Type Code Y008
Lake Road at Webster Road Interchange

County Force Work (Channelization) Order #2

Labor	All Required	$ 2,594.76
Equiptment	All Required	1,125.10
Material	All Required	9,795.00
	Subtotal	$13,514.86
	Engineering	1,351.14
	Total	$14,866.00

Type Code Y031
Roadwork (King Road at Linnwood Ave.)

County Force work (Left turn Signal) Order #4

Labor	All Required	$ 512.00
Equiptment	All Required	46.00
Material	All Required	807.00
	Subtotal	$ 1,365.00
	Engineering	136.00
	Total	$ 1,501.00

Type Code Y008
Roadway (Beavercreek Road at Maple Lane)

County Force Work (Channelization & Flashing Beacon) Order #5

Labor	All Required	$11,230.44
Equipment	All Required	2,921.60
Material	All Required	60,418.00
	Subtotal	$74,570.04
	Engineering	5,346.96
	Total	$79,917.00

file

Oregon State Highway Division
Salem, Oregon, December 13, 1979

Federal Aid Project
No. M-000S(1) Safety

Clackamas County Traffic Signals
County Roads
Clackamas County

Revised Project Agreement Estimate to increase funds to cover costs higher than anticipated for county force orders and reduce the preliminary engineering amount.

Type Code P.E.

Preliminary Engineering	All Required		$15,900.00

Type Code Y031 (Contract No. 8333)
Traffic Signals (At 2 County Road Intersections)

Temporary Protection and Direction of Traffic	All Required		$ 1,300.00
Temporary Signs (Final quanity)	100.5 Sq.Ft.	6.50	653.25
Flagmen (Final quanity)	4 Hour	15.00	60.00
Traffic Signal Installation, Complete	All Required		40,043.00
	Total		$42,056.25

Anticipated Items

Permanent Signing	All Required	$ 1,000.00
Permanent Pavement Striping	All Required	1,000.00
Price Agreement #1, wireing	All Required	300.00
		$ 2,300.00
	Subtotal	$44,356.25
	Engineering	4,641.75
	Engineering (Signal Cont. Testing)	1,500.00
	Total	$50,498.00

Type Code Y008
King Road at Bell Ave. Interchange

County Force Work (Channelization) Order #1

Labor	All Required	$ 2,501.24
Equiptment	All Required	743.80
Material	All Required	5,177.00
	Subtotal	$ 8,422.04
	Engineering	841.96
	Total	$ 9,264.00

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 1-97		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number M-000S(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 159,761	$ 238,361
Federal funds	$ 137,069	$ 204,509
Other revisions		

This modification is made for the following reasons: To include funding to cover costs incurred over the original estimate and reduce the amount necessary for Preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of January, 1980.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE OF OREGON
Highway Construction
DEPT.
378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #8333

DATE: March 11, 1980

TO: H. S. Coulter
State Highway Engineer

Donald C. Axon
FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased
Project Authorization
Clackamas County Traffic Signal Project
Contract No. 8333

The cost to complete this project has exceeded that authorized by approximately $90,000 or 66 percent. The project called for traffic signal installation work by a contractor and major widening and improvement work by County forces at several locations on County roads.

The contract portion of the project went approximately as planned. The portion of the work performed by the County, however, exceeded the estimated cost by approximately $87,000. The original cost estimate was too low due to rock excavation and slide problems encountered by the County. The increase in project cost will be federally participating and PCRB approval is not required.

We are presently holding up approval of two supplemental County Force Orders that would revise the cost of the work to approximately that incurred by the County. Charges to the project of approximately $162,000 have been paid to date. This request for increased authorization would allow charges up to $226,209.08. The orders and additional County billings will be processed upon Commission approval of the request.

The cost overrun is eligible for federal participation and has been approved by the Metropolitan Service District.

A rough draft letter to the Commission and an Expected Overrun of Project Authorization form are attached.

OBJ:WR:fr

Att.

cc: Ed Hardt
Robert Church

8333

CON 5

DATE: March 12, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Clackamas County Traffic Signal Project
Contract No. 8333

The cost to complete this project has exceeded that authorized by approximately $90,000 or 66 percent. The project called for traffic signal installation work by a contractor and major widening and improvement work by county forces at several locations on county roads.

The contract portion of the project went approximately as planned. The portion of the work performed by the county, however, exceeded the estimated cost by approximately $87,000. The original cost estimate was too low due to rock excavation and slide problems encountered by the county. The increase in project cost will be federally participating.

It is recommended that the authorization for this project be increased by $90,000 to a new total of $226,209.08.

This matter will be on the consent calendar for your March 25 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
E. L. Hardt
V. E. Skoog
George Bell

```
                          ** JOB TOTALS **      27,152.35  **      29,975.25  **      29,975.25  **

                                                                                         STATE
 AX CO TRAFFIC SIGNALS      CONT NO 8333 * FA PROJ NOS M   005001 100                    42,357.88   76     77
                               203    1057      201        00 P 1 Contr Payments          19.17   77     77
                               203    1057      206        00 N 1 Interest            11,102.05   76     80
                               203    1057      279        01 P 1 SFO#1      384.01CR 14,070.06   76     81
                               203    1057      279        02 P 1 SFO#2                1,705.13   80     80
                               203    1057      279        04 P 1 SFO#4


 DATE JOB COST SUMMARY                                                JUNE 1981       PAGE  150

                                                                        FISCAL        GRAND TOTAL    ACTIVE YRS
 ON OF JOB OF DEPARTMENT       PREFIX         FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE      BEG    END
                               203    1057      279        05 P 1 SFO#5           778.02     80,977.73     77     81
                               203    1057      279        06 P 1   "  6        1,825.99     62,313.86     77     81
                               203    1057      296        00 N 9 Tr. St       23,319.19CR  208,735.30CR   76     81
                               203    1057      297        00 N 9  "  CO                     12,000.00     76     76
                               203    1057      298        00 N 9  "  Fed.     23,319.19    196,735.30     76     81
                               203    1057      900        00 P 1 Const Engr.     916.94     13,263.13     76     81
                               203    1057      900        00 N 1    "                          192.43     76     78
                               203    1057      900        03 P 1  SFO#3                     1,770.89     76     77
                               203    1057      915        00 P 1 Audit           856.60      1,345.49     77     81
                               203    1057      915        01 P 1                  31.06CR                 79     81
                               203    1057      915        04 P 1                  31.06CR                 79     81
                               203    1057      915        05 P 1                  31.06CR                 79     81
                               203    1057      915        06 P 1                  31.06CR                 79     81
                               203    1057      920        00 P 1 P.M.                          271.73     79     80
                               203    1057      948        00 N 1 Const. Engr      47.04         47.04     81     81
                               203    1057      985        00 P 1 EEO                           117.27     76     77
                                                TOT        P1                   3,869.30    229,295.22
                                                TOT        N1                      47.04        258.64
                                             ** JOB TOTALS **          **      3,916.34  **  229,553.86  **

                                                                                          STATE
 0016490000063081 CONT NO 8469   FA PROJ NOS OS   300001 100                404,429.00     77     80
                               203    1067      201        00 P 1                            63,808.84     79     80
                               203    1067      201        00 N 1                             3,249.00CR   77     80
                               203    1067      203        00 P 1                               551.00CR   79     80
                               203    1067      203        00 N 1                                 8.00     78     78
                               203    1067      206        00 N 1                           510,914.07CR   77     80
                               203    1067      296        00 N 9                           166,175.03     77     80
                               203    1067      297        00 N 9                           344,739.04     77     80
                               203    1067      298        00 N 9                            39,212.37     77     79
                               203    1067      900        00 P 1                             6,710.09     77     80
                               203    1067      900        00 N 1                                32.60     80     80
                               203    1067      915        00 P 1                               185.00CR   77     77
                               203    1067      921        00 P 1                               479.54     77     78
                               203    1067      950        00 P 1                                39.00     78     78
                               203    1067      950        00 N 1                               179.63
                               203    1067      985        00 P 1                   440,[illegible].14
                                                TOT        P1
```

```
                                       TOT      P1
                                    ** JOB TOTALS **                         **             **        85.02
                                                                                                      85.02  **

TRAFFIC SIGNALS         CONT NO          * FA PRO   NOS M    00S001 100
                        [illegible] [illegible] [illegible]  00 N 9                                             STATE
                        [illegible] [illegible] [illegible]  00 N 9                 3,157.70        10,430.53CR
                        [illegible] [illegible] [illegible]  00 P 1                 3,157.70CR      10,430.53
                        [illegible] [illegible] [illegible]  00 P 1                   900.79CR          46.24
                        [illegible] [illegible] [illegible]  00 P 1                 2,775.17CR       8,506.63
                        [illegible] [illegible] [illegible]  00 N 1                                    227.70
                        503    1995    [illegible]           00 P 1                                      3.10
                                                                                                     2,651.34


JOB COST SUMMARY
                                                                                JUNE 1981          PAGE  888

JOB OR DEPARTMENT          PREF          FUNCTION   GR   CURRENT MONTH             FISCAL           GRAND TOTAL
                                                                               YEAR TO DATE          TO DATE
                        [illegible] [illegible] [illegible]  00 N 1                    -                 8.04
                        [illegible] [illegible] [illegible]  00 P 1                                     10.80
                        [illegible] [illegible] [illegible]  00 P 1                 4.35CR              69.50
                        [illegible] [illegible] [illegible]  00 P 1                                     28.90
                        [illegible] 1995   [illegible]       00 P 1                                    615.68
                                           [illegible]       P1                  3,680.31CR         12,156.79
                                           [illegible]       N1                                         11.14
                                    ** JOB TOTALS **                   **        3,680.31CR**       12,167.93  **

0016490000063081 CONT            FA PRO NOS RS   733001 100
                        [illegible] 1933   [illegible]       00 N 9                                             STATE
                        [illegible] 1933   [illegible]       00 N 9                 1,025.00        32,984.83CR
                        [illegible] 1933   [illegible]       00 N 9                 1,025.00CR
                        [illegible] 1933   901               00 P 1                                 32,984.83
                        [illegible] 1933   [illegible]       00 N 1                     8.29CR      11,481.61
                        [illegible] 1933   [illegible]       00 P 1        .24CR         .24CR          34.82
                        [illegible] 1933   905               00 P 1                                    305.88
                        [illegible] 1933   906               00 P 1                      .03         2,648.76
                        [illegible] 1933   907               00 P 1                                  5,985.99
                        [illegible] 1933   909               00 P 1                                    909.98
                        [illegible] 1933   910               00 P 1                                    702.48
                        504   1933   911                     00 P 1                                  2,923.47
                        504   1933   913                     00 P 1                                    112.61
                        504   1933   914                     00 P 1                                    661.63
                        504   1933   918                     00 P 1                                    277.34
                        504   1933   920                     00 P 1                                    816.45
                        504   1933   921                     00 P 1                      .09            68.48
                        504   1933   922                     00 P 1                                    977.92
                        504   1933   923                     00 P 1                                    112.74
                        504   1933   926                     00 P 1                                  5,588.78
                        504   1933   950                     00 P 1                                  2,842.43
                        504   1933   980                     00 P 1                                    303.33
                                     TOT                     P1                                      1,723.98
                                     TOT                     N1             24CR        8.17CR      38,443.86
                                                                                          24CR          34.82
```

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clackamas County Traffic Signals **County Roads** **Clackamas County**					
	Preliminary Engineering					
	Type Code P.E.					
	Work by Clackamas County	All Required			$ 8,506.63	
	State	All Required			3,580.66	
	Total Participating Preliminary Engineering				$ 12,087.29	
	Construction					
	Type Code Y031					
	Traffic Signals (at two County road intersections)					
	Final Contract Payment Summary	Lump Sum			$ 42,357.88	
SFO	#1 Widen the travel lanes (Clackamas County)	All Required			11,102.05	
SFO	#2 Widen existing intersection (Clackamas County)	All Required			14,070.06	
SFO	#4 Modification of signalized intersection (Clackamas County)	All Required			1,705.13	
SFO	#5 Widen the travel lanes at Beavercreek Rd. and Maple Lane (Clackamas County)	All Required			81,044.25	
SFO	#6 Widen travel lanes at Redland Road (Clackamas County)	All Required			62,247.34	
	Total Participating Construction				$212,526.71	
	Construction Engineering					
SFO	#3 Signal Controller Testing	All Required			1,770.89	
	State	All Required			13,534.86	
	Total Participating Construction Engineering				$ 15,305.75	
	Misc. Project Cost					
	Audit Cost	All Required			1,414.99	
	E.E.O. Monitoring Expense	All Required			117.27	
	Total Participating Misc. Cost				$ 1,532.26	
	Total Participating Cost				$241,452.01	
	Nonparticipating Cost					
	State Preliminary Engineering	all Required			11.14	
	Interest on Final Payment	All Required			19.17	
	Construction Engineering	All Required			192.43	
	Total Nonparticipating Cost				$ 222.74	
	Total Project Cost				$241,674.75	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/19/81.					
	AMOUNT CARRIED FORWARD . . .					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 4-26-76
TO 7-31-80

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-0005(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
PE	$ 12,167.93	$ 12,156.79	85.80%	$ 10,430.53	$ 10,430.53	$ 0.00
	229,506.82	229,295.22	85.80%	196,735.30	196,735.30	0.00
	$241,674.75	$241,452.01	85.80%	$207,165.83	$207,165.83	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon

3/11/81 V.E. Skoog, Controller

203-1057
503-1995

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: June 10, 1981

Reply to Attn. of: HAM-OR/120.3

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

Tract				
8333	203-1057 503-1495	M 000S(1)	$ 0.00	Clackamas County Traffic Signals
8534	624-1020	I 5-5(68)	0.00	Silverton Rd. O'Xing - "D" St. O'Xing
8573	626-1034	I 205-7(49)	0.00	NE Glisan St. SE Division St Section
8788	124-1034, 124-1921, 124-2519	HES-HHS 75(2)	0.00	Monitor Road Junction

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUN 11 '81
REFER TO
FOR
Info

NOTED
[illegible]

[illegible] 1981

cc: State (H S Coulter)
8333

U.S. DEPARTMENT OF TRANSPORTATION
FED[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

7-3-8[illegible]

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 6-26-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO M-000S(1)
COMPLETION DATE 10-13-76	ACCEPTANCE DATE BY CONTRACT AGENCY 3-24-77	TIME ELAPSED N/A %	CONTRACT TIME N/A
APPROVED EXTENSIONS None	LOCATION County Roads - 7 intersections N & E of Oregon City		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS COUNTY SIGNAL PROJECT
COUNTY ROADS
Grading, Paving, Traffic Signals, Drainage & Striping

The reasons and justification for the large overruns on CFO #5 and CFO #6 has been received and approved (see comments contained in Final Inspection Report dated 2-13-79).

Final acceptance of the project is now recommended.

7-8-80
[illegible]

RECEIVED
STATE HWY ENGR
JUL - 7 '80
REFER TO
FOR
Info | Imes | R/D | D/R | Sgn | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7/3/80	TITLE Field Operations Engineer	DATE 7/3/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 8/11/81

COUNTY CLACKAMAS **Contract No.** 8333 **Date Completed** 10-13-76

PROJECT # M-000S(1) **Section** Clackamas County Traffic Signals

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 12,167.93
Payment to Contractor		42,357.88
Interest Paid Contractor		19.17
S.F.O. #1 Widen Travel Lanes		11,102.05
S.F.O. #2 Widen Existing Intersection		14,070.06
S.F.O. #3 Signal Controller Testing		1,770.89
S.F.O. #4 Modify Signalized Intersection		1,705.13
S.F.O. #5 Widen Travel Lanes at Beavercreek Rd.&Maple Ln.		80,977.73
S.F.O. #6 Widen Travel Lanes at Redland Road		62,313.86
Construction Engineering		13,502.60
Audit Expense		1,345.49
Project Management		271.73
E.E.O. Monitoring		117.27
TOTAL PROJECT COST		$241,721.79
Federal Funds Collected:		
Preliminary Engineering	$ 10,430.53	
Construction	196,735.30	$207,165.83
BALANCE		$ 34,555.96
Less Non-Participating Costs:		
Preliminary Engineering	$ 11.14	
Interest Paid Contractor	19.17	
Construction Engineering	239.47	$ 269.78
AMOUNT TO BE SHARED BY STATE AND COUNTY		$ 34,286.18

State Share: 50% of ($34,286.18 + $239.47) = $17,262.83

County Share: 50% of $34,286.18 + ($269.78 - $119.74) = $17,293.13

Reference: Billing Form CC 81-39

FORM 734-1745

8333

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION	
8-11-81	CC-81-39		503-1995-297	$ 874.27
			203-1057-297	4,418.86

BILL TO: Code:

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045
ATTN: Winston Kurth
Asst. Director of Environmental Services

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement			
Federal Aid Urban Project No. M-000S(1) Clackamas County Traffic Signals Agreement Dated 4-30-75 Contract No. 8333			
TOTAL PROJECT COST			$241,721.79
Less Federal Funds			207,165.83
Less State Share			17,262.83
County Share			17,293.13
County Advance Deposit			16,650.00

Advance Deposit Amount	$ 16,650.00
Advance Deposit Previously Transferred to Highway Fund	$ 12,000.00
Balance	$ 4,650.00
Transfer to Highway Fund	$ 4,650.00
Refund Due	$ ----
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1639

Amount Due . . . . . $ 643.13

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
D E Swan
D. E. Swan

SP*35736-734

10

8333

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
132461

DATE
8-27-81

YOUR ORDER NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BILLING REQ. NUMBER
CC-81-39

CODE
CLACKCY

CLACKAMAS COUNTY DPW
902 ABERNETHY ROAD
OREGON CITY OR 97045

ATTN WINSTON KURTH, ENV SVS

CREDIT DISTRIBUTION

325.00	643.13
203-1057-296-00-000	643.13
203-1057-297-00-000	(643.13)

DESCRIPTION			TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT			
FEDERAL AID URBAN PROJECT NO. M-000S(1) CLACKAMAS COUNTY TRAFFIC SIGNALS AGREEMENT DATED 4-30-75 CONTRACT NO. 8333			
TOTAL PROJECT COST	241.721.79		
LESS FEDERAL FUNDS	(207,165.83)		
LESS STATE SHARE	(17,262.83)	17,293.13	
COUNTY ADVANCE DEPOSIT		(16,650.00)	643.13
FINAL			

110.00

734-1150 (6-81)

8333 Clackamas Co. Traffic 1976
Sig. Proj. on various Co. Rds.
(Traffic signals) #2

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

DATE March 17, 1975

PROJECT TITLE Oatfield Road

REQUESTING AGENCY Clackamas County CONTACT PERSON ____ PHONE 655-8521

LOCAL PRIORITY RANK ____ IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT △

ITEM DESCRIPTION		FISCAL YEAR 19 75-76	19	19	19	19	19	Item Cost $
Construction		$250,000.00						$250,000.00
								$250,000.00
TOTAL	$	$250,000.00						
FHWA	$	$195,000.00						
UMTA	$							
STATE	$	$ 27,500.00						
LOCAL	$	$ 27,500.00						
STATE BOND	$							
	$							

REQUESTOR COMMENTS:

CRAG PROJECT NO. ____

CRAG RANKING ____

CRAG APPROVALS:
TTAC ____
BOARD ____

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? Does not apply

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$245,000.00
Right-of-Way Costs (If participating)	0
Traffic Control	5,000.00
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary Engineering	5,000 [illegible]
PROJECT TOTAL	$250,000.00

FOOTNOTES: Paving by contract drainage and shoulder preparation by force account.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of

By

By

CLACKAMAS County

By

By

By

3. Permanent Signing:

Include in project or by applicant? NONE

4. Permanent Striping:

Include in project or by applicant? In Project

IV. ILLUMINATION DATA

1. Present Illumination and Location: NONE

2. Proposed Illumination:

Location No provisions at present
Type

V. STRUCTURE DATA

1. Existing Structure:

Location NONE
Type
Size
To Remain in Place?

2. Proposed Structure:

Location NONE

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work 2" AC pavement overlay; upgrade existing drainage ; install inlets, drains and pipe at various location; provide bicycle - pedestrian way.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Does not apply

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No. If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Other

FOOTNOTES:

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 17, 1975

Applicant Agency Clackamas County

Federal Aid System Route No. FAU 0385 Route Name Oatfield Road

Project Name Oatfield Road safety overlay (82nd Drive to Lake Road)

Project Length 26,100 feet Project Location (Attached sketch map)

Project Description Upgrade existing roadway surface; improve drainage; provide bicycle-pedestrian way.

Average Daily Traffic 9,700('75est) Design Speed 35 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' to 22' Travel Lanes '2 Shoulders variable

Medians none Parking no restrictions

Sidewalks none

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 feet Travel Lanes two 12 foot Shoulders

Medians none Parking no restrictions

Curbed no Length Curb Radii ----

Sidewalk/Bikeway Two 8 foot 1 each side

Other

FOOTNOTES:

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: By County permit.

Parking Restrictions: None.

ADT: Present (1975)--9,000
Future (1995)--12,500

*See attached project request.

RU:scr

Attachment

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Salem, Oregon

March 26, 1975

Mr. D. E. Swan
Project Management

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

County: Clackamas   Section: S. E. Lake Road-82nd Drive Section
S. E. Oatfield Road, FAU 0385
4.95 miles

Proposed Work: State preliminary engineering necessary to prepare project for contracting. (Clackamas County will prepare preliminary plans at its sole expense.)

Costs:	Total	Federal	State	County
*P. E.	$ 5,000	$ 3,000	$ 550	$ 550
Right-of-Way	--	--	--	--
Construction	(250,000)	(195,000)	(27,500)	(27,500)
	$255,000	$198,900	$28,050	$28,050

*Field--$1,000   P.S.&E.--$4,000

Existing Facilities: 20- to 22-foot pavement with variable width shoulders, two lanes.

*Proposed Project: Provide a 40-foot wide, 2-inch asphaltic concrete overlay. Provide two 12-foot travel lanes and two 8-foot bike paths. Minor grading and drainage improvement by County forces. Stripe project.

Project No.: M-0385(-)   Additional R/W: None.

System Action: None Required. Interim Urban System approved 3/3/75.

Railroads: None.   Airports: None.   Water Developments: None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.   Route Data: FAU 0385

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

8332

15

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

April 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0385(1)

We are submitting program data for one Urban System project Item No. 30, Project No. M-0385(1), "S.E. Lake Rd.-S.E. 82nd Drive Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Clackamas County and State forces necessary to obtain P.S. & E. approval.

Encl.

CL:wm

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3143

GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 17, 1975

Winston Kurth
County Engineer
902 Abernethy Road
Oregon City, OR 97045

RE Advance Deposits
Signal Job
Oatfield - Linwood

Presently there are three projects pending in Clackamas County - the signal project at seven different locations, the Oatfield Road project and the Linwood Avenue project. The County's advance deposit for the engineering phase of the work should be submitted so that work can proceed as soon as the agreements are signed and we receive approval from the FHWA.

The County share for the signal project is $1,650.00, for the Oatfield Road project $550.00 and for the Linwood Avenue project is $154.00. The County's check should be made payable to the Oregon State Highway Division and sent to this office.

ALL COTTON

Jon Rose
JON ROSE
Regional
Federal Aid Engineer

Unrein

JR/b
cc: Dick Unrein

RECEIVED
COUNTY & CITY SECTION
APR 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

E-123

S.E. LAKE RD. - S.E. 82ND DRIVE SECTION
PROJECT NO. M-0385(1)

- 20-to 22-foot A.C. surface with variable 4- to 5-foot
- shoulders.
- - Kellogg Creek Bridge; 156' RCDG; HC 30'; H-20 loading.

- - Junction with S.E. Lake Road in Milwaukie
- - Junction with S.E. 82nd Drive in Gladstone

k under this project consists of the following:

ases of preliminary engineering

drain and overlay with H.T. pavement the existing
provide for two 12-foot lanes with 8-foot shoulders.

ons of the preliminary engineering will be accomplished
ty forces with required supervision and contracting

grading, drainage and shoulder preparation will be
lackamas County forces with the pavement overlay to
regular contract.

ds, Water Development, Historical and Recreational
lved.

nterim Urban System approved by FHWA March 3, 1975.

of-Way: None required.

ements:

c Hearings - - - Not required under the provisions of

ion/Design - - - Not a factor in the development of this

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26, 1970, respectively.

FHPM 7-7-2 Requirements: Type of action classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - Field Work - - - $1,000
PS & E Preparation - - - 4,000

Type Code 6201 - - - - - - - - - - $250,000

Note: This project is in Congressional District No. 3.

S.E. LAKE RD. - S.E. 82ND DRIVE SECTION
PROJECT NO. M-0385(1)

Existing Facility:

Roadway - - - 20-to 22-foot A.C. surface with variable 4- to 5-foot shoulders.
Structure - - - Kellogg Creek Bridge; 156' RCDG; HC 30'; H-20 loading.

Adjacent Sections:

N.W. End - - - Junction with S.E. Lake Road in Milwaukie
S.E. End - - - Junction with S.E. 82nd Drive in Gladstone

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering

(2) Grade, drain and overlay with H.T. pavement the existing facility to provide for two 12-foot lanes with 8-foot shoulders.

Note: (1) Portions of the preliminary engineering will be accomplished by Clackamas County forces with required supervision and contracting by State forces.

(2) Minor grading, drainage and shoulder preparation will be accomplished by Clackamas County forces with the pavement overlay to be accomplished by regular contract.

Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

System Action: Interim Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under the provisions of para. 6c.
(b) Location/Design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from Sta
house A-95 reviews under working agreemen
October 26, 1970, respectively.

FHPM 7-7-2 Requirements: Type of action
mitted under separate action.

Urban Transportation Planning (PPM 50-9):
project will not result in an alteration
flow patterns that would require a signi
completed or underway.

Data for PR-37:

Preliminary Engineering - - -
PS & E

Type Code 6201 - - - - - - - - - - $250,00

Note: This project is in Congressional

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-16-75

(45 typewriter spaces) S.E. Lake Rd. (Milwaukie), S.E. 4.95 mi.	ADT	PRESENT 9,000	FUTURE 12,500	YEAR 95	REGION 10.	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 30	

ay	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 0385	SEQ. NO. (1)	T Projects Only POST MI. DESIG.	

stem	COUNTY NAME Clackamas			CODE 005	PROGRAM STAGE ☐ 1 OR ☒ 2	
027	ROUTE NO. U	FEDERAL-AID 0385	STATE Co. Rd.	U.S. - -		

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	Co. Rd., Jct. S.E. Lake Rd. (Milwaukie), S.E. 4.95 mi.	4.95	5,000	3,~~0~~900	550	550 (Co.)	Preliminary Engineering all phases, including PS & E preparation. Gr., Dr., & overlay with H.T. pave to provide for 2-12-foot lanes with 8-foot shlders.
							Utility adjustments required incl. prep. work.
3	"S.E. Lake Road - 82nd Drive Section"	4.95	250,000	195,000	27,500	27,500 (Co.)	ROW - 60' normal; Access Control - Partial; Parking Restrictions-None.
	PROJECT TOTALS	4.95	255,00	198,000	28,050	28,050 (Co.)	

RECEIVED
COUNTY & CITY SECTION
APR 2? 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

-over-

USCOMM DUSC OMM-DC 48908-P61

Budget Bureau No. 41-R2667; A

U.S. De

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO. 5-5

DATE SUBMITTED TO W.O. APR 25 1975

4-16-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. S.E. Lake Rd. (Milwaukie), S.E. 4.95 mi. 21 68	ADT	PRESENT 9,000	FUTURE 12,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr. Dr. & Pave Overlay 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 0385 7	

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Clackamas				CODE 005 (14)
	NAME OF URBAN AREA Portland 17-21	027	ROUTE NO. U	FEDERAL-AID 0385 (32)	STATE Co. Rd. (36)	U.S. - - (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	Co. Rd., Jct. S.E. Lake Rd. (Milwaukie), S.E. 4.95 mi.	4.95	5,000	9 3,~~0~~00	550	550 (Co.)
5					ROW							
5	3c			3	CONST (CODE) 6201	3	"S.E. Lake Road - 82nd Drive Section"	4.95	250,000	195,000	27,500	27,500 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.95	255,00	198,000	28,050	28,050 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

APR 25 1975

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
APR 2 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Transaction number 5-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	4-25-75
BY (Signature)	
L.W.Rulien's April 16, 1975 letter	
TITLE	
Project Management Engineer	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 30 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
30	M-0385(1)	4.95	255,000	198,000	SE Lake Road - 82nd Ave. Section. Clackamas County State of Oregon.	Preliminary Engineering Grade, Drain and pavement overlay.

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☒ OPE ☑ CE ☐ RE ☒ RPE ☐

REMARKS (Division)
You are authorized to proceed with all phases of preliminary engineering, including utility preparatory work, ecessary to obtain PS&E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-25-75	CRBurghardt G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

8332

13

May 19, 1975

Board of Commissioners
Clackamas County
Courthouse
Oregon City, OR 97045

Attention: George Poppen
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2313

Void
See. 8-28-75
agr.

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the S.E. Lake Road-82nd Drive Section of S.E. Oatfield Road, FAU 0385, project in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Attachment

bc Don Harwell (agree. att.)

8332

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 12, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon M-0385(1)
Lake Road to 82nd Drive
Oatfield Road
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's May 30 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappes
for G. L. Green

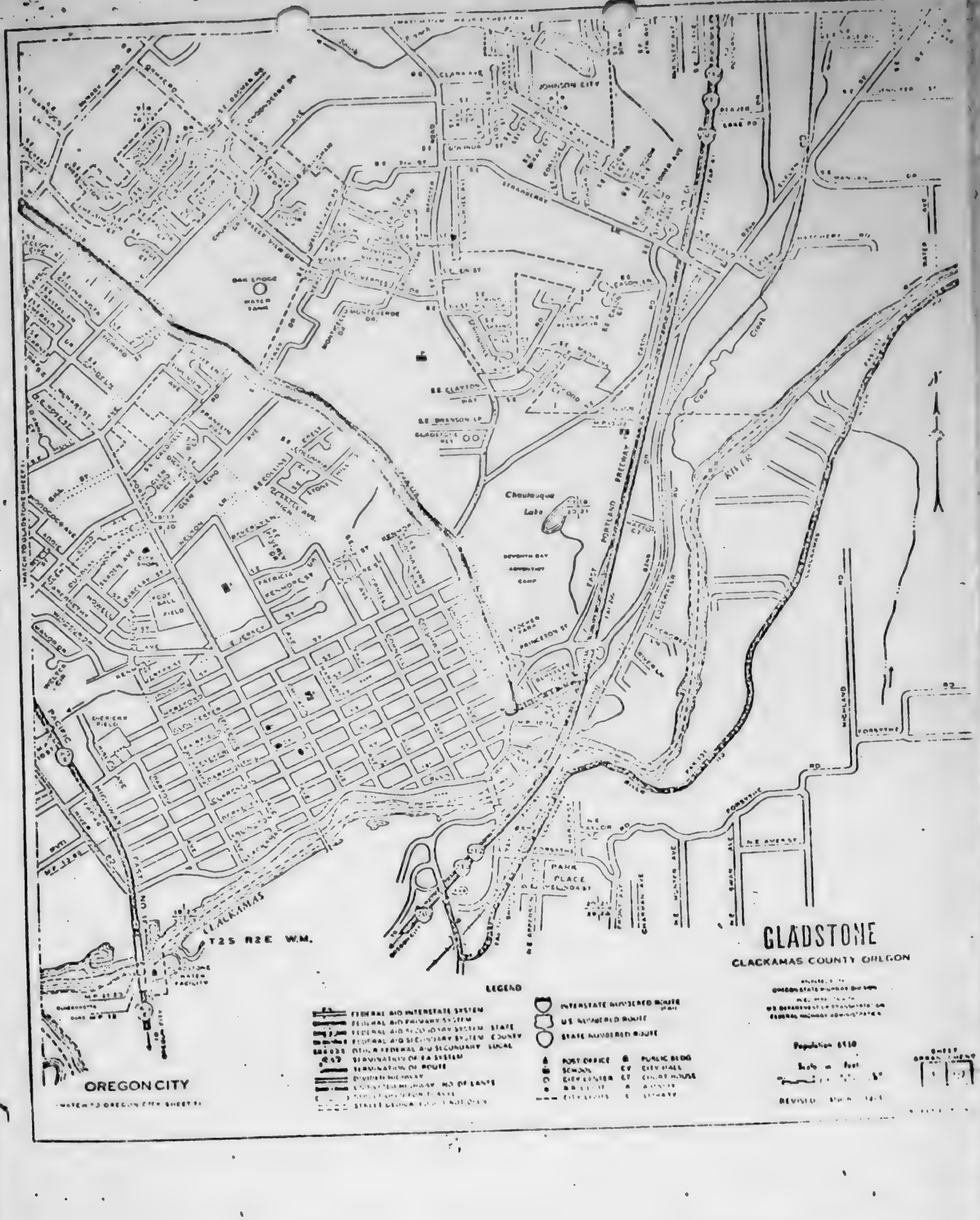
cc:
OSHD (Potter)
OSHD (Laux)

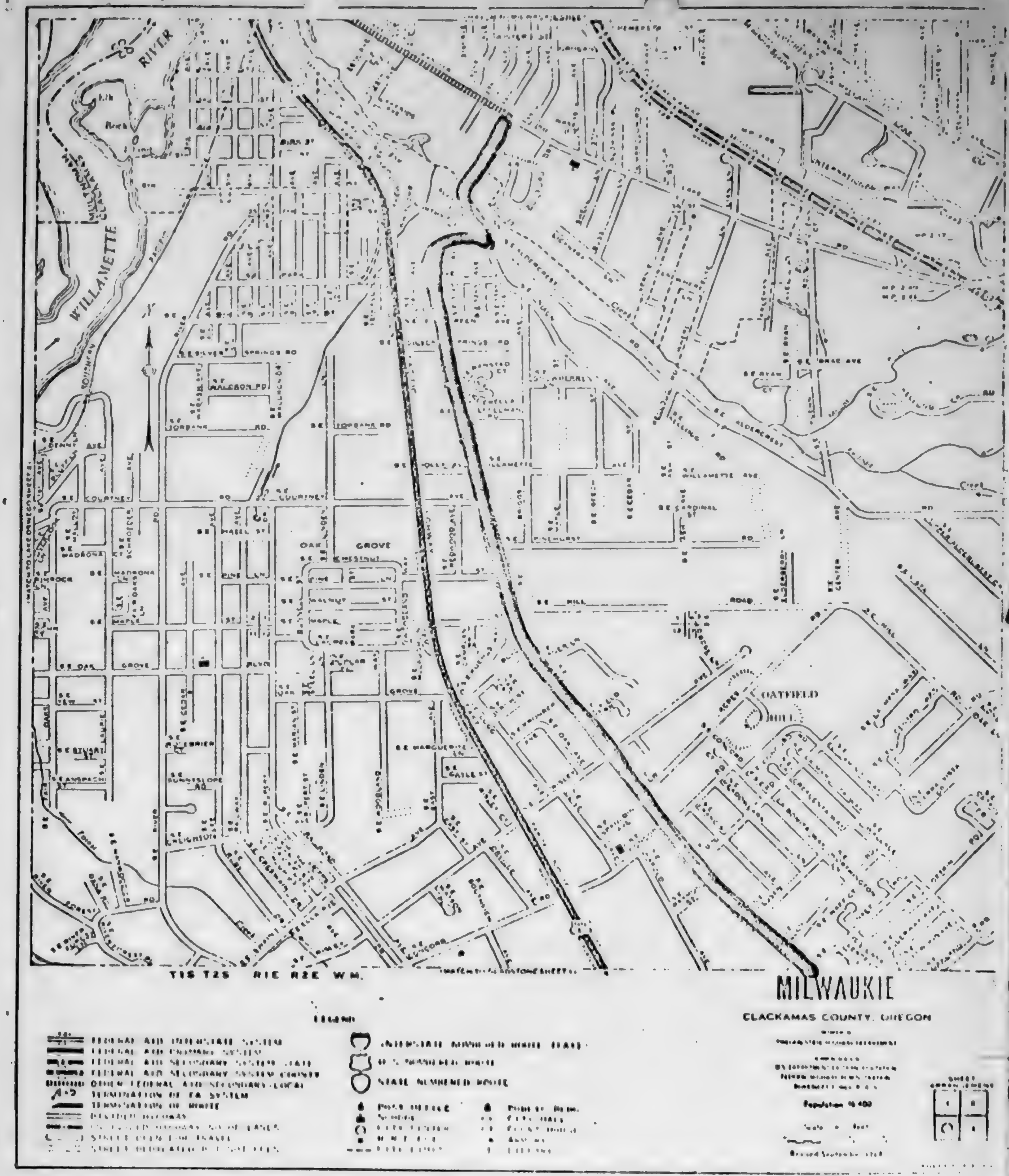
RECEIVED
STATE HWY ENGR
JUN 13 '75
REFER TO
Hunter
FOR

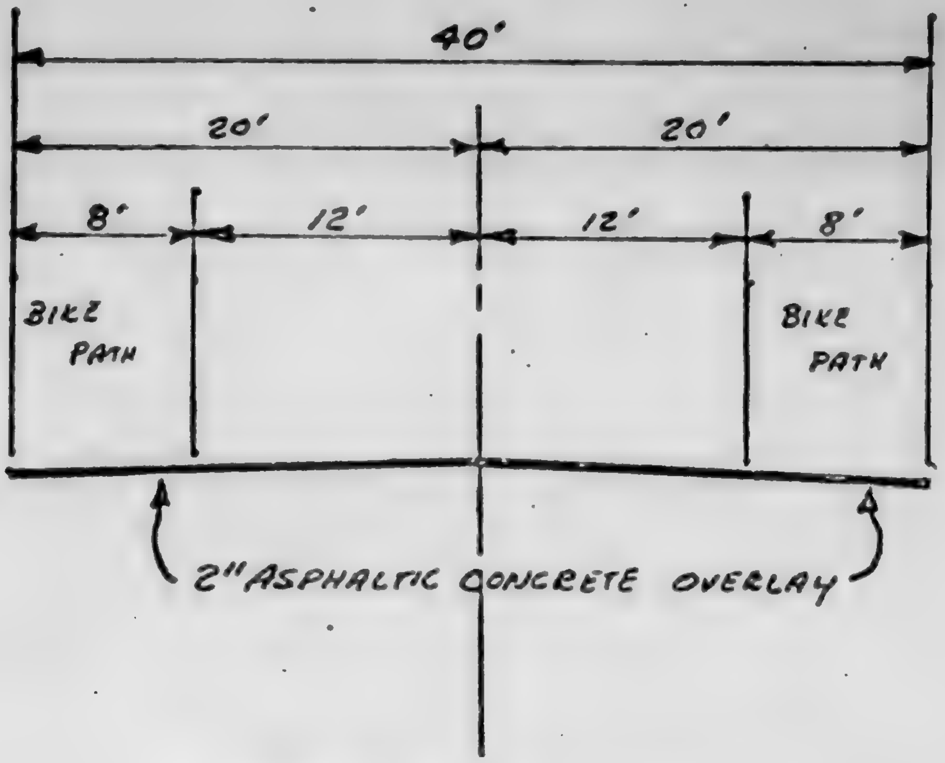
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-17-75
ORIGINAL TO
L.W. Rulien
to handle.


GLADSTONE
CLACKAMAS COUNTY OREGON
OREGON CITY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY HALL
COURT HOUSE
PUBLIC BLDG
LIBRARY
CITY LIMITS
Population 6530
Scale
REVISED
T2S R2E W.M.
CLACKAMAS
RIVER
Chautauqua Lake
PORTLAND
FREEWAY
PACIFIC
HIGHWAY
PARK PLACE
FOOT BALL FIELD
JOHNSON CITY
SEVENTH DAY ADVENTIST CAMP
OAK GROVE WATER TANK

WILLAMETTE RIVER
OAK GROVE
OATFIELD HILL
S.E. COURTNEY RD.
S.E. JORDANS RD.
S.E. HILL ROAD
S.E. WILLAMETTE AVE.
S.E. OAK GROVE
S.E. MAPLE
S.E. WALNUT
S.E. PINE
S.E. CONCORD
S.E. RIVER RD.
S.E. PARK AVE.
T1S T2S R1E R2E W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY HALL
MILWAUKIE
CLACKAMAS COUNTY, OREGON
Population 16 400


40'
20'
20'
8'
12'
12'
8'
BIKE PATH
BIKE PATH
2" ASPHALTIC CONCRETE OVERLAY

TYPICAL SECTION

OATFIELD RD.
LAKE RD TO 82ND DR.

NATIONAL 42-381 50 SHEETS 5 SQUARE
42-382 100 SHEETS 5 SQUARE
42-389 200 SHEETS 5 SQUARE

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

☒ Non-Major Action

6. Preliminary Identification of Areas of Critical Environmental Concern:

Narrow Right-of-way of Kellogg Creek Bridge. Special case will be taken to avoid affecting private property by narrowing bikeways.

7. Potential for Controversial Issues:

Inconvenience to traffic caused by unplanned work schedules or methods.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None.

   Consequences:

3. Estimated Changes in Land Use:

   None.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Due to residential development through most of the project the natural features consist mainly of landscaped areas (lawns, shrubs, etc). Some pockets of evergreens and grassy areas exist. Existing drainage facilities are to be maintained or improved. Oatfield Road crosses Kellogg Creek ¼ mile south of Lake Road, descending the rather gentle slope of the northerly terraces of the river, but then switching back in a sharp reversing curve to ascend the much steeper slopes south of the creek. No embankment wash could be done to ease the curve without affecting private property and improvements.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use consist of suburban residential throughout utilities are located either above or below ground throughout the project area. The project will not significantly change traffic patterns volumes or access. Project is not expected to have significant impact on air pollution. Noise pollution will be somewhat reduced.

Concord School - located West of intersection west Concord Avenue.

Rex Putnam High School - located south of intersection west Roctte Road

Bikeways will have to be narrowed to 4 to 6' at the Kellogg Creek curves to avoid affecting private improvements along the right-of-way (fences and a garage).

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two travel lanes, adequate shoulders

Structures Bridge rear north terminus across Kellogg Creek.

Characteristics (ADT) The estimated 1975 ADT varies from a minimum of 4100 VPD to a maximum of 9700 VPD.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing alignment will be used; no major design alternatives required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______________ Tentative Date(s) ______________

A-95 Review: ☒ Not Required ☐ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 19, 1975

A. PROJECT IDENTIFICATION

M-0385(1)

Name of Project Oatfield Road safety overlay (Lake Road to 82nd Drive)
(Section)

Location of Project Oatfield Road
(Highway Name) (Highway No., US - ORE)

Milwaukie-Gladstone (City) Clackamas (County) I (Region)

Program Federal Aid Urban (Funding) $250,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading the existing roadbed and install bikeway.

Origin and History: Need for safety improvement recognized by Public Works forces. Funding available from Federal Aid Urban funds.

C. DESCRIPTION OF PROJECT

Length Project length 4.95 miles

Termini Northerly terminus at Lake Road in City of Milwaukie-Southerly terminus at 82nd Drive in City of Gladstone

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT
NON-MAJOR

(Form (1) 9-74)

8332 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 19, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Lake Road to 82nd Drive
Oatfield Road
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

APPROVED
ESH
E. S. Hunter
Date 6-23-75

6-24-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
JUN 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 23, 1975

FILE: PRO 4

FROM: D. R. ADAMS
Regional Construction Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: S. E. Lake Road - 82nd Drive
S. E. Oatfield Road
Clackamas County
FAU 0385

In discussing this project with Bernie Straight of Clackamas County he advised that he would like to proceed with this project under a full contract basis.

The present agreement is set up for the County to perform all grading and drainage improvements with County Forces. The County now desires to have the project built principally under contract with the County Forces doing a minor amount of work. At this time the type of work to be performed by County Forces is uncertain but will be developed during the preliminary engineering phase. Such things as driveway adjustments, mail box adjustments, etc. could be performed by the County. But this specific item will await further planning development. ?

The County has requested that in writing the new agreement we authorize participation in the cost of preliminary engineering performed by the County. There is now a survey authorization for $5,000 under field engineering. The County would like the agreement written so they can back-charge that part of their preliminary engineering performed after the approval of the survey authorization and prior to the approval of this new agreement.

The County anticipates having the plans in the Region office sometime this week.

[illegible]
Discuss pls
H

DRA/b
cc: Winston Kurth, Clackamas County
Jon Rose

Geo Chandler
R

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUN 21 1975	[illegible]	[illegible]
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie
August 4, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: SE Lake Road-82nd Drive Section
SE Oatfield Road FAU 0385
Prefix 3-1999

On July 31 I discussed the subject project with Winston Kurth with particular interest in the financing for the project. The present estimate is for $690,000 as opposed to the original estimate approved by CRAG of $240,000. ✓

Winston Kurth advises that they intend to make up the overrun between the original estimate and the present estimated cost using FAU funds from one of two sources. One source is the transfer of funds from other areas in the Region where projects have been deleted or killed. If these funds are not available then by delaying future FAU projects in Clackamas County. ✓

Mr. Kurth advised that he would pursue these arrangements with CRAG in the near future.

DRA/b
cc: L. W. Rulien ← THIS CO OR
Hal Versteeg
Maury Payne

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ CLOR. ☑ UE ☐ AE ■ UE
☐ UPE ☒ CE ☑ RE ☐ RPE ☐

AUG - 5 1975

are substandard now. The reason for not upgrading these deficiencies should be given. I believe the reasons will be about the same as those used for justification of the narrower shoulders. The above information will be used by our Programming and Planning people when they present the project to the Federal Highway Administration for their approval. Our design efforts will proceed concurrently with your efforts to prepare this justification.

We have been advised that the Federal Highway Administration does not participate in the cost of mail box adjustment. As I read our agreement the County will have to bear 100% of the cost for mail box adjustment. This is a bid item in the contract which you may want to have deleted in favor of performing the mail box adjustment by county Forces.

We are somewhat concerned about the scheduling of the driveway adjustments by the County and coordinating the County schedule with the contractors schedule. At this point we anticipate the County will have the driveway adjustments completed prior to the contractor moving in on any portion of the contract. If this is not the case and there are conflicts between County and contractor operations we could become involved in additional costs and claims by the contractor against the County. I would suggest you look over your projected work load and confirm that the adjustments can be accomplished ahead of the contractors work. The contract is presently scheduled for a September letting but in the conversations on August 1 the earliest letting date would be October 23 and we are on the ragged edge of making that. So perhaps a November 20 date would be a more realistic date to use in reviewing your schedule.

As we also discussed there appears to be a need for Construction Easements on a few properties to cover driveway adjustments. These should be secured as soon as possible following Federal guidelines for FAU projects. The easements have to be cleared five (5) weeks prior to the letting date.

We have been using an estimate from your shop of about $690,000. This estimate did not include the $40,000 County Force Work to be performed as part of this contract. This $40,000 ups the total projected job costs to $730,000 and that estimate will have to be reviewed by our people in Salem to update and verify the unit prices used by your estimators. As soon as this estimate is confirmed I will contact you and advise you of any change in your figures. It would be helpful to have a committment from CRAG on the additional funding required as soon as possible, so we can proceed with our design work without worrying about whether or not the job will be awarded.

D. R. ADAMS
Regional
Construction Engineer

DRA/b
cc: Hal Versteeg ← THIS COPY FOR
George Wills
M. D. Payne

1 Versteeg
2 A. Olson
3 Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG - 5 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 PHONE 653-3143

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 4, 1975

Winston Kurth
County Engineer
902 Abernethy Road
Oregon City, OR 97045

Lake Road-SE 82nd Drive
Oatfield Road
Prefix 3-1999

FAU

As I discussed with you recently, on August 1 I met with our Location and Design people and with Wall Bryant of FHWA regarding the subject project. Since this project was developed outside the Highway Division, certain aspects of the project development are hitting some rough sledding. In normal "in house" project development the background to cover these aspects are taken care of as a matter of routine. But this is not the case in a project such as the Oatfield Road project. Therefore, we could use some additional information.

What we need is some statement justifying the deviation from design standards and the documentation of citizen involvement. I think this latter bit of information can be simply Xerox copies of the key events in the citizen involvement packet and perhaps a brief statement from you which might help in the overall justification of the benefits of the project and the reasons for deviation from standards. ✓

The justification for the reductions from the design standards should probably be based on the 12-foot travel lane and 8-foot parking. Some of the reasons which might be used are the delay of improvements if the shoulders are widened an additional 8-feet, the cost to do the engineering work for that widening, the right of way that would be required for the widening, possible increase costs for retaining walls, loss of tax base, etc. The horizontal and vertical alignments ✓

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[illegible] #

PR22

The county hereby recognizes its responsibility under ORS 483.860 as amended by Chapter 287 Oregon Laws 1975 relative to parking restrictions on bicycle lanes to be constructed pursuant to this agreement

---

The above given to Ed Hardt by phone 8/12/75.

H

8 12 75

project; and City shall not impose any unreasonable limitations of speed within the limits of the project, nor impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

6. City shall, upon completion of said project, enact and enforce or keep in effect and enforce, an ordinance or resolution, as the case may be, controlling all parking on this project. Any alterations in regard to traffic control measures shall have concurrence of the State.

7. Upon completion of the project, City shall thereafter at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or the Federal Highway Administration.

8. City shall, at its sole cost, pay all damages, cost or adjustments arising out of any claims or causes of action under ORS 105.760 for damages resulting from any change of grade occasioned by the project; and shall save and hold harmless the State, the Oregon Transportation Commission, the members therof, its officers, employees, agents, and contractors from any and all such claims or causes of action.

9. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State in behalf of the project.

THE RESTRICTION ON PARKING ON A BICYCLE LANE IS A COUNTY RESPONSIBILITY PURSUANT TO THE PROVISIONS OF ORS 483.860 AS AMENDED BY CHAPTER 287 OREGON LAWS 1975. COUNTY HEREBY ASSUMES ALL LIABILITY THAT MAY ARISE BECAUSE OF FAILURE TO RESTRICT PARKING ON THE BICYCLE LANE(S) TO BE CONSTRUCTED PURSUANT TO THIS AGREEMENT.

10. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C. (Civil Rights Act); Title 18, U.S.C. (Anti-Kickback Act); Title 23, U.S.C. (Federal Aid Highway Act); and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

(Over)

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Clackamas County desires to make better utilization of the existing Oatfield Road right-of-way. To accomplish this within economic limits, tiling of existing borrow ditches and an asphaltic pavement overlay are recommended. The present right-of-way in many cases is on a sidehill, with a slope of 10 to 15 percent. Alteration of alignment or grade would result in unacceptable disruption to adjacent residential use and costs would be beyond available funds.

The roadway presently carries an ADT of 9,700 vehicles. Proposed improvements would accommodate increased traffic, as well as make provisions for pedestrians and bicycles on a widened shoulder. Any widening beyond what is proposed would result in retaining walls, residential access problems and considerable disruption to the established residential neighborhood. If mailbox adjustments do not qualify for Federal funding, the item should be deleted from the proposed contract and it will be accomplished by county forces.

Clackamas County requested the accomplishment of driveway adjustments since this is an area of extreme concern to the adjacent property owners. Experience has been that owners come to the County with access problems which can be more efficiently handled by a single, responsible agency. Existing county forces can be committed for the accomplishment of this work which will be coordinated with the contractor. The County acknowledges the need to obtain construction easements on those adjusted driveways which would require work outside the present right-of-way. These easements will be acquired in conformance with Federal guidelines and will be reviewed by Region I Right-of-Way department. They will be acquired 5 weeks in advance of the date of contract letting. The County will proceed with driveway easements when the project details are finalized.

Clackamas County has a number of project requests approved by CRAG. If necessary, scheduling of the county projects can be controlled so that committed funding to the County will not be exceeded. These details will be developed and approved by the CRAG organization.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosures

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

August 7, 1975

OE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 11 1975 RSC
SO REGION I RBI
ENV LOC

Mr. Don Adams
Region I - Construction Engineer
Oregon State Highway Department
P. O. Bpx 02157
Portland, OR 97202

Enclosed please find copies of data relating to the citizen involvement on Oatfield Road, FAU 0385, which commenced with a bikepath questionnaire sent out by the Clackamas County Bikeway Advisory Committee. Approximately 5,000 of these were distributed throughout the County and 1,404 returned. Enclosed is the analysis of these results. As you can tell, Oatfield Road was rated as the highest priority project in the Milwaukie area for a bikeway pedestrian route. Also enclosed are copies of February 18, April 15 and May 20, 1975 Bikeway meetings at which Oatfield Road improvements were discussed.

A letter dated March 21, 1975 was received from the Gladstone Park Board relative to support for this project, in addition to communications from the North Clackamas School District, Rotary Club of Milwaukie, Kiwanis Club of Milwaukie, Kiwanis Club of Gladstone, and the cities of Gladstone and Milwaukie.

The Clackamas County Board of Commissioners in an open meeting established the No. 1 priority to Oatfield Road as an FAU project that was capable of being put under contract at an early date.

Further enclosures include news coverage item from the Enterprise-Courier on June 24, 1975 and a list of citizen interest groups in Clackamas County.

Calls have been received from adjacent property owners concerning the project and there has been general agreement for the need of road improvements. I trust this citizen involvement demonstrates support and interest on the part of county constituents for the project.

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COUNTY & CITY SECTION
AUG 20 1975
☒ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☒ DPE ☐ CE ☐ RE ☐ RPE ☐

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

FAUS 3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie

August 13, 1975

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: VICTOR D. WOLFE
Location Engineer
Att: George Wills

SUBJECT: Lake Road-82nd Drive
Oatfield Road
Prefix 3-1999

Reacting to the discussions we had on August 1 with Wally Bryant and Bill Sample on the subject project, I requested Clackamas County to provide me with additional data to help support the project.

The response to my request is outlined in their letter to me dated August 7. This letter, with its attachments, documents the desire of the people in the area for the project and at the same time does identify why this project is not constructed to the full cross-sectional dimensions of the ASHTO standards.

The County will still want to perform the work involved in adjusting the driveways as explained in their letter and they also want to pick up the work involved in adjusting mail boxes rather than having it included as a item on the proposed project. ✓

As you can see Winston Kurth is convinced that the County will be able to get funding committed for the project in time for the project award.

If you have any further questions please advise.

DRA/b
att

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AUG 20 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0385(1)

Project Name S. E. Lake Rd.-82nd Dr. Section

S. E. Oatfield Rd., FAU 0385

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ________________________, Oregon,

this _____ day of ________________, 19___.

County of Clackamas

____
County Judge/Chairman

____
Commissioner

____
Commissioner

8-21-75
3 copies to Reg. 1
2.

R/W File No. __________
6/23/75

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

8332

September 3, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5713

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on the S. E. Lake Road-82nd Drive Section of S. E. Oatfield Road. This agreement supersedes an agreement dated May 16, 1975 concerning widening S.E. Oatfield Road between S. E. Lake Road and 82nd Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FAUS Clack 6

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

September 10, 1975

Mr. Don Adams
Construction Engineer
Oregon State Highway Department
Region I
P. O. Box 02157
Portland, OR   97202

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REGION I
ENV
LOC

Clackamas County has informed the Columbia Region Association of Governments about the cost overrun that is occurring on the Oatfield Road, FAU 0385 project. CRAG has indicated to Clackamas County that there is no difficulty in funding this project within the existing Federal Aid Urban allocation to this region.

The project concept has been approved and it is expected by all parties concerned that it will be carried through to a conclusion.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

SEP 16 1975
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COUNTY & CITY SECTION

xc

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS

CLACKAMAS COUNTY
- Barlow
- Canby
- Estacada
- Gladstone
- Happy Valley
- Johnson City
- Lake Oswego
- Milwaukie
- Molalla
- Oregon City
- Rivergrove
- Sandy
- West Linn
- Wilsonville

MULTNOMAH COUNTY
- Fairview
- Gresham
- Maywood Park
- Portland
- Troutdale
- Wood Village

WASHINGTON COUNTY
- Banks
- Beaverton
- Cornelius
- Durham
- Forest Grove
- Gaston
- Hillsboro
- King City
- North Plains
- Sherwood
- Tigard
- Tualatin

ASSOCIATE MEMBERS

CLARK COUNTY
- Camas
- Vancouver

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

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1-17
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Klabal

Aiken
Review
FRM
EdH

September 16, 1975

Mr. George Baldwin
ODOT
Highway Building
Salem, Oregon 97310

Re: FAUS Project on Oatfield
Road, Clackamas County

Dear Mr. Baldwin:

The above project is part of this region's approved Transportation Improvement Program. It is contained in the annual element for implementation during FY 76, and is currently scheduled for advertising and letting this fall.

For programming and estimating purposes, this project was submitted with a cost of $218,000 last spring. Since that time, inflation and design standards have brought about a major cost increase which will not be fully known until after bids have been opened.

The CRAG Transportation Technical Advisory Committee (TTAC) will be reviewing and amending the TIP later this year, and will take such project cost increases into account in recommending Board approval of the amendment. Until that official action is taken, in order that this project may not be delayed, funds programmed for other projects in Clackamas County may be obligated for the Oatfield Road project. This procedure was discussed with the TTAC and Clackamas County specifically during the Committee meeting of September 12, and is agreeable to them.

Please advise me if any future action is needed to avoid delay of this project.

Yours Truly,

Richard Etherington

Richard Etherington
Transportation Director

cc: Larry Rulein
Winston Kurth

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY CITY		
FEDERAL AID		
INVENTORY-NPFOS		
MILEAGE CONTROL		
SCHEDULE		

SEP 24 1975

NOTED
F. B. KLABOE

RECEIVED
SEP 17 1975
OFFICE
DIRECTOR of TRANSPORTATION

8332

1

171-X

October 1, 1975

Mr. Richard Etherington
Transportation Director
Columbia Region Association of Governments
527 S. W. Hall Street
Portland, OR 97201

Dear Mr. Etherington:

FAUS Project on Oatfield Road
Clackamas County

Thank you for your September 16 letter indicating that CRAG is aware of an overrun on the proposed FAUS project for improvement of Oatfield Road in Clackamas County. We are proceeding with this project.

I don't believe any further CRAG action is required. Our only interest was to be sure you were aware of the anticipated overrun in the cost of the proposal, and were in agreement that the project still retained the necessary priorities for implementation. Your letter should be sufficient to reflect this.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Mr. John C. McIntyre
Director of Public Works
Clackamas County

bc F. B. Klaboe
R. L. Schroeder (enc.)
R. N. Bothman "
E. L. Hardt "
L. W. Rulien

LWR:ljt/ESH:ja

Butler

S ake Rd- 82nd Dr. Se

Clackamas County

ESTIMATE

10/23/75
CEL

Mobilization	All Spec.		63,700
Temporary Protection and Direction of Traffic	All Spec.		6,600
Temporary Signs	340 sq. ft.	9^{50}	3,230
Temporary Barricades	2 only	100^{00}	200
Flagmen	1,000 hours	14^{50}	14,500
ROADWORK			
Clearing and Grubbing (5 trees 1-30" 1-25" 2-14" 1-12")	All Spec.		5000
Removal of Structures and Obstructions	All Spec.		2500
Ditch Excavation	190 cu. yds.	5^{00}	950
General Excavation (15,000 cu. yds excess)	17,000 cu. yds.	4^{50}	76,500
Trench Excavation	3,800 cu. yds	8^{00}	30,400
Finishing Roadbed and Slopes	All Spec.		5000
Watering	10 M-Gal.	15^{00}	150
Plant Mix Aggregate Base	29,400 tons	5^{50}	161,700
Class "B" or Class "C" Asphalt Concrete Mixture	18,300 tons	12^{00}	219,600
Asphalt Cement in Mixture	1,190 tons	85^{00}	101,150
Asphalt in Tack Coat	20 tons	130^{00}	2,600
12-inch Sewer Pipe	5,420 lin. ft.	7^{00}	48,780
15-inch Sewer Pipe	670 lin. ft.	12^{00}	8,040
18-inch Sewer Pipe	2,430 lin. ft.	16^{00}	38,880
21-inch Sewer Pipe	1,000 lin. ft.	19^{00}	19,000
Extra for Pipe Under Pavement	130 lin. ft.	10^{00}	1,300
Bedding Material	520 cu. yds.	6^{50}	3 380
Concrete Manholes	1 only	800^{00}	800
Concrete Inlets, Type D	8 only	400^{00}	3,200
Concrete Inlets, Type G-2	57 only	435^{00}	24,795
6-inch Drain Pipe	160 lin. ft.	5^{50}	880
Special Filter Material in Drains	12 cu. yds.	15^{00}	180
Extra for Asphalt Approaches	46 only	100^{00}	4,600
Extra for Paved Valley Gutters	1,100 lin. ft.	2^{50}	2,750
Drainage Curbs	140 lin. ft.	3^{00}	420
Adjusting Manholes	6 only	275^{00}	1,650
Adjusting Inlets	12 only	100^{00}	1,200
Modifying Inlet Grates	30 only	25^{00}	750
Setting Mailbox Posts	120 only	50^{00}	6,000
			310 3

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Butler

BEN GIFFORD

FAUS

Section SE Lake Rd - 82nd Dr

Programming Estimate $ 1,027,600

Highway FAUS 0385 (SE Oatfield Rd) 10-31-75

Project Length 4.69 miles

County Clackamas

Completion Time 200 Cal. wk dys

Late Sept. '76

Kind of Work Grading & Paving

Prefix 3-1999-921

FA Project No. M-0385 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 860,385.00

Anticipated Additional Items:

Royalty Payment	—	$ 45,000.00
Building Permit Fees	—	
Slide Correction	—	
Railroad Protective Costs	—	
Other Railroad Costs	—	
Permanent Signing	—	
Permanent Pavement Striping	—	
Stage Construction Striping	1,000.00	
Temporary Erosion Control	2,000.00	
Install Truck Scale Mechanism	—	
Truck Scale House	—	
Install Temporary Traffic Signals	—	
Install Water Meter	—	
Furnish Water	—	
Laboratory Fees	—	
Furnish Mail Box Posts 60 @ $35.00	2,100.00	
Pipe Bedding Materials	—	
On the Job Trainees	800.00	
State Responsibility for Damages	—	
Signal Controller Testing	—	
Bikeway Signs	—	
~~Adjust Utilities~~	—	
County Force Work		
Construct Private Approaches	21,400.00	
Permanent Signing	300.00	
Permanent Striping	1,100.00	
Pavement Markers	16,600.00	
Misc. Permit Fees		

$ 905,385.00

Contingencies (4-1/2%)		40,742.33
Engineering (9 %)		81,484.65
	SUBTOTAL	$
Credit for		
Estimated Net Authorization, Construction		$1,027,611.98

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OCT 27 1975
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XC: Ridings
Layton

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

11-3-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: S.E. Lake Road-82nd Drive
S.E. Oatfield Road, FAU 0385

Project Federal Aid Number: M-0385(1)

Applicant: Clackamas County

Contact: Winston Kurth, County Engineer

Federal Aid Funds: FAS ___ FAUS X Other ___

Date Project Approved by Trans. Comm.: 3/31/75

State to:

X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Survey data indicates a need for right-of-way easements

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Richard Unrein, Urban Engineer
County-City Unit

11-3-75
Date

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

2/18/75

12. One set of plans with revisions and additions requested by the County were delivered to us October 29th.

FE:we
cc: E. L. Hardt
Wallace Bryant, FHWA
Winston Kurth
Maurice Payne
Bryant Jackmond
John Rose
Ted Inloes
Jack Cartwright
James O. Butler
Norman Cuno

2. It was requested that drain curb be added to the plan from Station 240+00 to Station 262+00, with openings provided at driveways.

3. The construction of driveways by County forces was then discussed. I called attention to the typical section on Sheet 2 which indicates the limits of the contract work and the approach work. Mr. Fitch said the County anticipated problems with property owners on the uphill side of the road in reconstructing their approaches. Some will require grading for quite a distance into the properties to obtain satisfactory grades. The County will work these details out with the property owners and obtain easements as needed.

4. The excavation of the existing roadway shoulders was the next subject. Mr. Jackmond stressed the need for limiting excavation work to one side at a time because of the narrow existing pavement width. Mr. Beard had set up the "Temporary Protection and Direction of Traffic" plan this way and the specifications had been written to cover it also.

5. The question, whether the contractor's working hours should be limited, was posed. After further discussion it was agreed by Mr. Kurth and Mr. Hardt that the contractor should be required to maintain two-way traffic (2 lanes) between the hours of 7 and 9 AM and 4 to 6 PM.

6. The disposal of approximately 13,500 cubic yards of excess material was discussed. It was decided that it should become the property of the contractor to be disposed of, off the project.

7. The springs at Station 97 were mentioned and whether some special provision in the specifications would be necessary to provide for their protection during construction. It was decided the standard specifications would adequately cover the situation.

8. The "No Work Areas" at Oak Grove Boulevard and Concord Road are the location of two signal and related roadwork projects. Mr. Kurth said the data for this work was in our Traffic Section. It was proposed that this work be included in the Oatfield Road job. I was to check into the funding and progress of signal plans to see if this could be accomplished.

9. Striping, signing, reflectorized traffic markers and construction of approaches are proposed as force account work to be done by the County.

10. There are approximately 340 mailboxes on the project. It was proposed that the contractor should maintain service to the boxes during construction and that the County would reset those that had to be temporarily moved.

11. On the field inspection, several lengths of guardrail were noted that would need to be removed and replaced. These guardrails will be added to the plans.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 3, 1975

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: S.E. Lake Road-82nd Drive Section
FAUS 0385 (S.E. Oatfield Road)
Clackamas County

Preliminary plans for the project were reviewed October 28, 1975 at the Milwaukie Region Office and on a subsequent field inspection.

The following were in attendance:

Ed Hardt	Region I Engineer, OSHD
Marion Craft	Region I Construction Engineer, OSHD
Wallace Bryant	Area Engineer FHWA
Winston Kurth	Clackamas County Engineer
Bernard Straight	Clackamas County Traffic Engineer
Bill Fitch	Clackamas County Construction Coordinator
Maurice Payne	Resident Engineer, OSHD
Bryant Jackmond	Construction Field Engineer, OSHD
John Rose	Region Federal Aid Engineer, OSHD
Ted Inloes	Region Utility Engineer, OSHD
Hank Brindley	Region Right of Way Appraiser, OSHD
Jack Cartwright	Utility Engineer, OSHD
Bill Beard	Sign Design Supervisor, OSHD
Jim Butler	Specifications Writer, OSHD
Norman Cuno	Designer, OSHD
Roy Fettis	Pacific Northwest Bell
Bill Rush	Pacific Northwest Bell
Don Thomas	Northwest Natural Gas
Fred Eriksen	Design Team Supervisor, OSHD

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Requires Approval ☐
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Other

The following items were discussed:

1. The plans did not show any utility information. Mr. Inloes had called this to my attention a few days earlier and the means of getting the information on the plans was discussed. Mr. Inloes had obtained maps of sewer, water and gas lines and made arrangements for maps of electric and telephone lines.

   We will add this information to the plans noting the locations shown are approximate.

   The utility representatives asked some questions about the amount of relocation work involved which were answered by the County Engineer.

   The telephone company representatives informed us they would be installing an underground conduit between Oak Grove Boulevard and Concord Road, which would be completed by the end of February.

Jan
Clack

11-4-75

SECTION: S. E. Oatfield Road
S. E. Lake Road - 82nd Drive

HIGHWAY: FAU 0385

COUNTY: Clackamas

"R" Value	10
Traffic Coefficient (1975-1985 Ten Year Design Period)	7.4
Crushed Base Equivalent Requirement	23.5"

NEW WORK

ACTUAL THICKNESS		CREDIT
2.0"	A.C. (Final Application)	4.0
4.0"	A.C. (Immediate)	8.0
11.5"	Aggregate Base	11.5
17.5"		23.5"

RECEIVED
COUNTY & CITY SECTION
NOV 4 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

** OVER EXISTING ROADWAY
(22'± width)

2.0" A.C. (Final Application)
2.0" A.C. (Immediate) overlay, with an extra allowance of 1.0" for patching and leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface and Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Stone Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

** Overlay thickness determined by deflection measurements.

N

SEC.

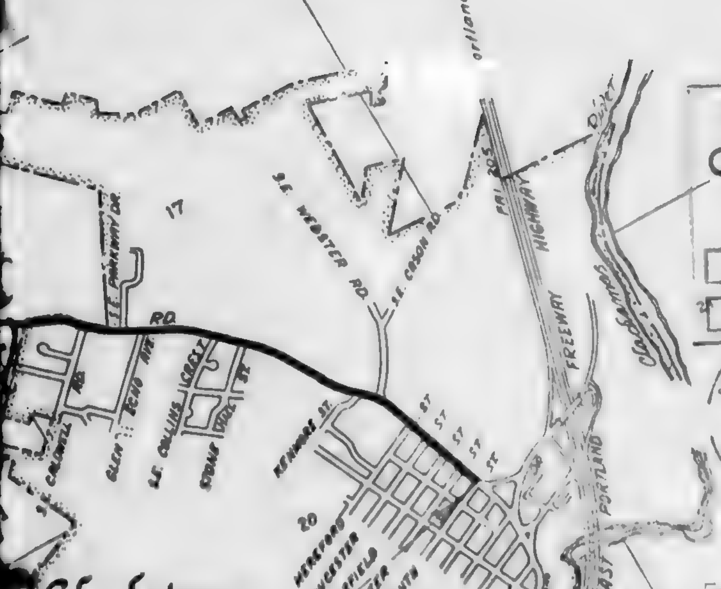
S.E. LAKE RD.~82ND DR. SEC. FAUS 0385 (S.E. OATFIELD RD.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD DIVISION	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

FAUS

Astoria
Seaside
Tillamook
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Ashland
Medford
Roseburg
Eugene
Crater Lake National Park
Klamath Falls
Burns
Ontario
Jordan Valley
La Grande
OREGON
101
38
42
99
199
97
20
395
95
26
30

PRELIMINARY COPY
OCT 20 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED Nov. 4 1975
BOARD OF COMMISSIONERS OF Clack COUNTY
BY ______ COMMISSIONER
______ COMMISSIONER
______ COMMISSIONER


To Portland
17
S.E. WEBSTER RD.
S.E. COSON RD.
RD.
FREEWAY
HIGHWAY
PACIFIC
Clackamas
S.E. COLLINS
20
MERIDIAN
HEREFORD
GLOUCESTER
FAIRFIELD
EXETER
DARTMOUTH
CLARENDON
BERKELEY
ARLINGTON
Gladstone
To Oregon City
EAST PORTLAND

RECEIVED
COUNTY & CITY SECTION
NOV 7 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

5683 FRED B. KLABOE
4852 MAY 13, 1959 EDGAR S. HUNTER

Fred B. Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

S.E. LAKE RD.~82 FAUS 0385 (S.E. O CLACKAMAS CO		
FED. ROAD DIV. No.	STATE	
10	OREGON	

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

E. LAKE RD.~82ND DR. SEC.

FAUS 0385 (S.E. OATFIELD RD.)

CLACKAMAS COUNTY

Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Portland
Hood River
Salem
Albany
Eugene
Goshen
Bend
Redmond
Crescent
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
O R E
30
26
101
20
34
36
38
42
99
97
62
66
199
126
31

PRELIMINARY COPY
OCT 20 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED Nov. 4

BOARD OF COMMISSIONERS OF Clack

BY Thomas D.

CO

CO

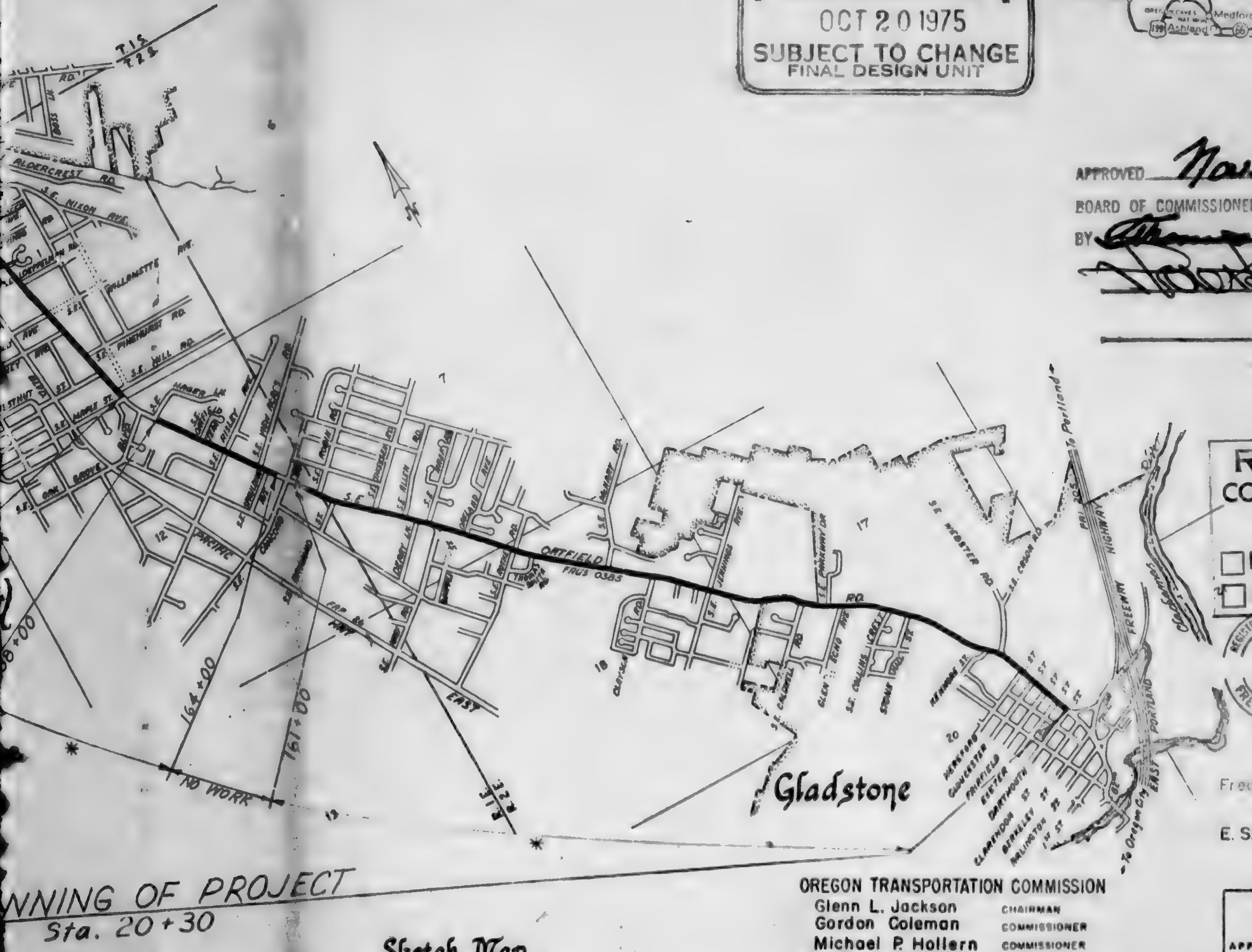
CO

RECE
COUNTY &
NOV
☐ ENGR. ☐ COOR
☐ UPE ☐ CE ☐

FRED B. KLABOE

Fred B Klaboe

E. S. Hunter



T.1S
T.2S
ALDERCREST RD.
S.E. NIXON AVE.
S.E. WILLAMETTE DR.
S.E. PINEHURST RD.
S.E. HILL RD.
S.E. HAGER LN.
S.E. MAPLE ST.
OAK GROVE BLVD.
S.E. RISLEY AVE.
S.E. ROBIN RD.
S.E. ALLEN
OATFIELD
FAUS 0385
RD.
S.E. JENNINGS AVE.
S.E. WEBSTER RD.
S.E. CASON RD.
PACIFIC HWY. EAST
12
17
18
20
164+00
161+00
NO WORK
R.1E
R.2E
Gladstone
To Portland
To Oregon City
FREEWAY
HIGHWAY
EAST PORTLAND
BEGINNING OF PROJECT
Sta. 20+30

Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT
FEDERAL HIG

APPROVED:

DISTRICT

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B	Temporary Protection & Direction of Traffic
2C,2D	Pipe Data
2E	Summary
3-7 Incl.	Plan

11-[illegible]-75

STATE OF O

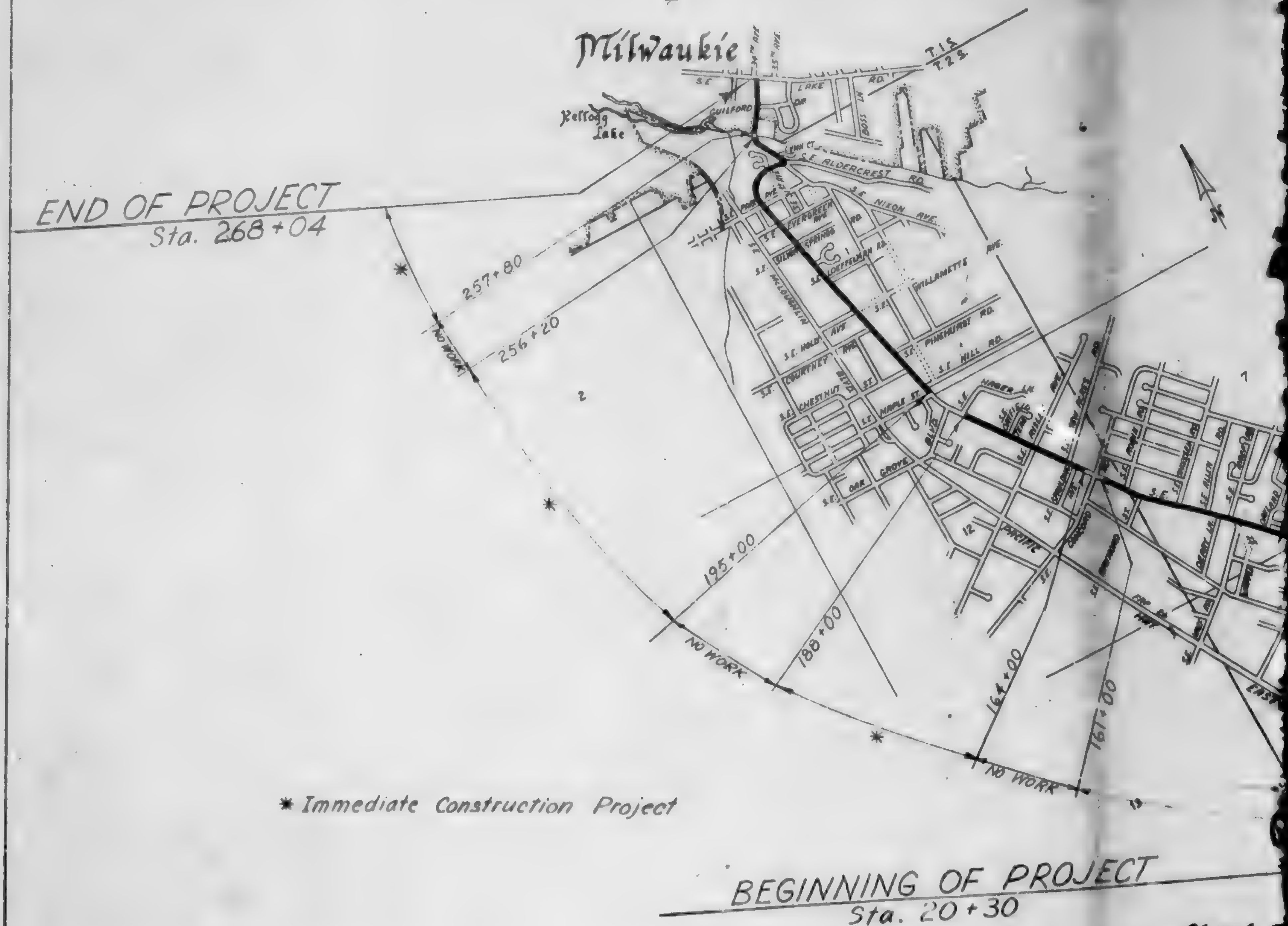
STATE HIGHWA

PLANS FOR PROPOSE

S.E. LAKE RD. ~ 8

FAUS 0385 (S.E. OA

CLACKAMAS CO



Milwaukie
S.E.
34th AVE.
35th AVE.
LAKE RD.
T.1 S.
T.2 S.
Kellogg Lake
GUILFORD
LYNN CT.
S.E. ALDERCREST RD.
BOSS LN.
S.E. NIXON AVE.
S.E. EVERGREEN AVE.
S.E. SILVER SPRINGS RD.
S.E. LOEFFELMAN RD.
S.E. McLOUGHLIN
S.E. WILLAMETTE AVE.
S.E. HOLLY AVE.
S.E. COURTNEY AVE.
S.E. PINEHURST RD.
S.E. HILL RD.
S.E. CHESTNUT ST.
S.E. MAPLE ST.
S.E. OAK GROVE BLVD.
S.E. HARER LN.
PACIFIC
EAST
END OF PROJECT
Sta. 268+04
257+80
256+20
NO WORK
195+00
188+00
164+00
161+00
NO WORK
NO WORK
BEGINNING OF PROJECT
Sta. 20+30
* Immediate Construction Project
Sketch
Scale 0

OATFIELD SAFETY OVERLAY PAVING

The itemized statement below comprises the Force Account work to be done by Clackamas County on Oatfield Road Safety Overlay Project.

The work consists of matching 33 existing driveways to the new asphaltic bike path. Excavating, rock and/or paving, plus driveways that will require grade changes caused by widening the road.

LABOR INCLUDING OVERHEAD:

Laborer (Paving)	RM I	300 Hours	@ $10.00/Hour =	$ 3,000.00
Truck Driver	RM III	130 Hours	@ $11.00/Hour =	1,430.00
Laborer (Signs, Buttons, Paint)	RM II	530 Hours	@ $10.00/Hour =	5,300.00
Roller Operator	RM III	100 Hours	@ $11.00/Hour =	1,100.00
Graderman	RM IV	80 Hours	@ $12.50/Hour =	1,000.00
Foreman		10 Hours	@ $14.50/Hour =	145.00

Total Estimated Cost of Labor, including Overhead = $11,975.00

EQUIPMENT RENTAL:

10 Yd. Dump Truck		130 Hours	@ $ 4.75/Hour =	$ 617.50
Roller and Trailer		104 Hours	@ $ 5.00/Hour =	520.00
Cat Loader		40 Hours	@ $ 7.50/Hour =	300.00
Striper	1	8 Hours	@ $22.00/Hour =	176.00
Pickup	3	24 Hours	@ $ 1.35/Hour =	32.40
Grader	1	80 Hours	@ $ 6.25/Hour =	500.00

Total Estimated Cost of Equipment $ 2,145.90

MATERIALS:

1.	Class "C" A. C.	168	Tons	@ $10.25/Ton =	$ 1,692.00
	Rock 3/4"-0"	200	Cu. Yd.	@ $ 3.00/Cu. Yd =	600.00
	Signs 24" x 24"	40		@ $12.80/Ea. =	512.00
	Posts	40		@ $ 3.00/Ea. =	120.00
	Glass Beads	900	Lbs.	@ $ 0.12/Ea. =	108.00
	Paint (Yellow & White)	150	Gal.	@ $ 4.50/Gal. =	675.00
	Epoxy	80	Gal.	@ $15.00/Gal. =	1,200.00
	Buttons - Bike Path	2,000		@ $ 5.00/Ea. =	10,000.00
	Buttons - Centerline	300		@ $ 1.20/Ea =	360.00

Total Estimated Cost of Materials $15,267.00

Total Estimated Cost of Project, including Labor, Equipment Rental, Material and Overhead $29,387.90

Contingency - 10% $ 2,938.80

Estimated Grand Total $32,326.70

11/3/75
mak

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

RSM
RSC
SC REGION 1 RBI
ENV LOC

November 3, 1975

Jon Rose
Federal Aid Engineer
Oregon State Highway Department
Region 1
P. O. Box 02157
Portland, OR 97202

Enclosed please find an itemized statement regarding force account work requested by Clackamas County on the Oatfield Road, FAU 0385 project.

The County requests authority to accomplish driveway modification on 33 existing driveways in order that they be properly matched to planned road improvements. Modification will require temporary construction easements. The public interest can best be served by allowing the County to work out the details with each of these owners individually. There are, however, approximately 260 driveways and approaches that do not require special attention and can be handled within the road contract.

Clackamas County is also requesting that authorization be granted for force account work to provide paint striping, regulatory and directional sign replacements and placement of traffic buttons to mark the shoulder area that will be utilized by pedestrians and bicyclists. The paint striping and sign placement on this project are the liability and responsibility of the County. An existing sign crew services this area and can best accomplish this work in the interest and safety of the public. The placement of traffic buttons can be done by County forces, taking into account driveway approaches, intersecting streets and other related items to realize a well-marked, functional shoulder area on this project.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosure

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 5, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: COUNTY FORCE WORK
Oatfield Road Project
Clackamas County

Clackamas County, in developing plans and specifications for the FAUS project on Oatfield Road, has expressed a desire to perform a portion of the construction work using County forces. The attached letter explains which of the construction items the County would prefer to handle in this way and gives justification for this method. The County estimates the cost of the work in question to be somewhat over $32,000 and has itemized its estimate on the sheet accompanying the letter.

It is the County's feeling, expressed at several meetings, that the four items proposed for force account work can be best done by the County where safety and acceptable traffic flow would dictate that the work be done in small increments. The County forces are able to move a few signs, adjust a single driveway or place a few buttons as the need arises to keep the facility operating while a contractor's economics would force him to schedule his work in larger units.

Region 1 agrees that this view has merit and feels that the public interest would be served by granting approval of the County's request.

JR/lms
Attachment

11/10/75
Duane Ridings
will handle.
JH.

Vern -
make letter request
to FHWA for [illegible]
sig.

RECEIVED
COUNTY & CITY SECTION
NOV 7 1975
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☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NOV - 6 1975
ACTION INFO
REMARKS:

The 33 road approaches are very steep and require special attention to maintain access during construction as well as building esthetically pleasing and functional driveways. The remaining 260 driveways will be included as part of the contract.

The cost for County force work will be billed on an actual cost basis. Please find attached two copies of the County's estimate and justification for this request.

DAR:md

cc: J. H. Versteeg
John C. McIntyre
Director of Public Works
Clackamas County
R. Unrein
D. E. Swan

8332 13

PRD 6-2

December 1, 1975

17-H TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT S.E. Lake Road-82nd. Drive Section
FAUS 0385-S.E. Oatfield Road
Federal Aid Project No. M-0385(1)

We are forwarding Clackamas County's request for approval to use County forces to perform minor amounts of work on the subject construction project. Approval is hereby requested for the method of performing the work. Authorization will be requested in our P.S. & E. estimate.

The following listed items makes-up the work the County plans to perform:

1.	Construct 33 road approaches of 293	$13,900.00
2.	Permanent Signing	800.00
3.	Permanent Striping	1,100.00
4.	Pavement Markers	16,600.00
		$32,400.00

Items 2, 3 and 4 are work normally completed by force account because most contractors are not equipped to do pavement markings and Clackamas County has a crew that is trained and normally does this kind of work.

[illegible] County

Salem, Oregon
December 9, 1975

SE Lake Rd.-82nd Dr. Section
FAUS 0385 (S.E. Oatfield Rd.)
Clackamas County

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

L. L. Wallace
Bridge Design Engineer

We recently received from Clackamas County additional plan data at Concord Road for inclusion in our contract plans. The plan requires the construction of an "L" shaped retaining wall to contain fills on the left side of Oatfield Road from Station 160+20 to 162+25 and Station 162+85 to 165+15, approximately.

Please furnish us with design data so this work can be included in the plans. The project is presently scheduled for the February letting.

One copy of the plan and cross sections is attached for your use.

FE:jh
Enclosure
cc: Fred Eriksen

8332

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 18, 1975

In reply refer to: 1041EC.3

SUBJECT: Oregon Project M-0385(1)
SE Lake Road-SE Oatfield Road
Clackamas County

171 H.

NOTED
E. S. HUNTE

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur in the use of Clackamas County forces for the work set forth in Mr. Rulien's December 1 request as being in the public interest.

G. L. Green

RECEIVED
STATE HWY ENGR
DEC 19 '75
REFER TO Rulien
FOR
Info Inves R/D D/A Sig. Att. ✓

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0385(1)

Project Name S. E. Lake Rd.-82nd Dr. Section
S. E. Oatfield Rd., FAU 0385

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☐ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

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DEC 23 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Signed at Oregon City, Oregon,

this 12th day of Dec, 1975.

County of Clackamas

BOARD OF COUNTY COMMISSIONERS

~~County Judge~~/Chairman

Commissioner

Commissioner

1-6-76
copy to John OAKES

R/W File No. ____________
6/23/75

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

OS RE RME RCE FAE
TE RECEIVED RSM
UE DEC 17 1975 RCC
SO REGION I RBI
ENV LOC

December 15, 1975

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, OR 97202

Enclosed please find two executed right-of-way certification forms relating to the Oatfield Road project, FAU 0385.

As you are aware, right of entries have been secured on eleven individual driveways that will require adjustments outside of the right-of-way to match into the road improvements. The County has previously requested that it be allowed to accomplish this work by force account and it is the County's intention to attempt completion prior to the contractor's activities on the project. It is hoped that Federal authorization will be granted in the near future, so that the force account work can commence.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

Enclosures

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COUNTY & CITY SECTION
DEC 23 1975
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☑ UPE ☐ CE ☐ RE ☐ RPE ☐

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 22, 1975

FILE: ROW

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: RIGHT OF WAY CERTIFICATION
Lake Road - 82nd Drive Section
Oatfield Road FAU 0385
Clackamas County
Prefix: 3-1999

Here is the Right of Way Affidavit for Clackamas County's Oatfield Road FAUS Project, signed by the three members of the County Board of Commissioners.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
MARY—BID SCHEDULE—COST ESTIM.

Sheet 3 of 3
Date 2 Jan 76
Section S. E. Lake Rd - 82nd Dr
County Clackamas
Kind Of Work Grade, Pave & Signals
Length 1.69 mi.
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Drainage Curb		Lin. Ft.	720	2^{50}	$1,800^{00}$
	Adjusting Manholes		Each	13	275^{00}	$3,575^{00}$
	Adjusting Inlets		Each	20	100^{00}	$2,000^{00}$
	Modifying Inlet Grates		Each	30	25^{00}	750^{00}
	Setting Mailbox Posts		Each	210	50^{00}	$10,500^{00}$
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All Spec.		44,970
	TOTAL					$1,129,378^{00}$

OREGON STATE HIGHWAY DIVISION

MARY—BID SCHEDULE—COST ESTIM

Sheet 2 of 3

Date 8 Jan 76

Section S.E. Lake Rd - 82nd Dr.

County Clackamas

Kind Of Work Grade, Pave & Signals

Length 4.69 mi.

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	12-inch Sewer Pipe		Lin. Ft	6,850	9.00	61,650.00
	15-inch Sewer Pipe		Lin. Ft	670	12.00	8,040.00
	18-inch Sewer Pipe		Lin. Ft	2,665	16.00	42,640.00
	21-inch Sewer Pipe		Lin. Ft	996	19.00	18,924.00
	24-inch Sewer Pipe		Lin. Ft	50	22.00	1,100.00
	Extra for Pipe Under Pavement		Lin. Ft	192	10.00	1,920.00
	Bedding Material		Cu. Yd	610	6.50	3,965.00
	Concrete Manholes		Each	3	800.00	2,400.00
	Concrete Inlets, Type D		Each	10	400.00	4,000.00
	Concrete Inlets, Type G-2		Each	63	435.00	27,405.00
	6-inch Drain Pipe		Lin. Ft	156	5.50	858.00
	Special Filter Material in Drains		Cu. Yd.	12	15.00	180.00
	Guard Rail, Type 1		Lin. Ft	788	5.50	4,334.00
	Rail End Pieces, Type A		Each	9	25.00	225.00
	Type CL-5 Fence		Lin. Ft	374	8.00	2,992.00
	Concrete Walks		Sq. Yd.	690	10.50	7,245.00
	Concrete Driveways		Sq. Yd.	110	12.50	1,375.00
	Sidewalk Ramps		Each	3	250.00	750.00
	Concrete Curbs		Cu. Yd.	50	95.00	4,750.00
	Extra for Asphalt Approaches		Each	321	100.00	32,100.00
	Extra for Paved Valley Gutters		Lin. Ft	19,300	2.50	48,250.00
	Extra for Asphalt Ramps		Each	6	25.00	150.00

OREGON STATE HIGHWAY DIVISION

~~MARY — BID SCHEDULE —~~ [✓ COST ESTIMATE]

Sheet 1 of 3

Date 8 Jan 76

Section S.E. Lake Rd - 82nd Dr

County Clackamas

Kind Of Work Grade, Pave & Signals

Length 4.69 Mi.

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					Price 1/1/76 CEL	
	Mobilization		Lump Sum	All Spec	8%	83,700.00
	Temporary Protection and Direction of Traffic		Lump Sum	All Spec		6,600.00
	Temporary Signs		Sq. Ft.	340	9.50	3,230.00
	Temporary Barricades		Each	2	100.00	200.00
	Flagmen		Hour	1,000	14.50	14,500.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All Spec		5000
	Removal of Structures and Obstructions		Lump Sum	All Spec		3000
	Ditch Excavation		Cu. Yd	182	5.00	910.00
	General Excavation		Cu. Yd.	17,960	4.50	80,820.00
	Trench Excavation		Cu. Yd.	4,360	8.00	34,880.00
	Finishing Roadbed and Slopes		Lump Sum	All Spec		5000.00
	Watering		M-Gal	30	15.00	450.00
	Structure Excavation		Cu. Yd.	138	10.00	1,380.00
	Special Wall Backfill		Cu. Yd	30	5.00	150.00
	Plant Mix Aggregate Base		Ton	35,300	5.50	194,150.00
	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	21,200	11.00	233,200.00
	Asphalt Cement in Mixture		Ton	1,380	75.00	103,500.00
	Asphalt in Tack Coat		Ton	14	130.00	1,820.00
	Concrete in Walls		Cu. Yd	114	125.00	14,250.00
	Reinforcement in Walls		Lbs.	8,424	0.45	3,790.80

Butler faus Clack Co BEN GIFFORD
FAUS

Section SE Lake Rd - 82nd Dr 1-13-76 Programming Estimate $ 1,314,100

Highway FAUS 0385 (SE Oatfield Rd) Project Length 4.69 miles

County Clackamas Completion Time 220 ~~200~~ Cal. wk dys

Kind of Work ~~Grading & Paving~~ Grading, Paving & Signals ~~Late Sept. '76~~

Prefix 3-1999-921 FA Project No. M-0385 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 1,129,378.80 ~~860,385.00~~

Anticipated Additional Items:

Royalty Payment			
Building Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Stage Construction Striping	x	1,000.00	
Temporary Erosion Control	x	2,000.00	
Install Truck Scale Mechanism			
Truck Scale House			
Install Temporary Traffic Signals			
Install Water Meter			
Furnish Water			
Laboratory Fees			
Furnish Mail Box Posts ~~60 @ 35.00~~		~~2,100.00~~	
Pipe Bedding Materials			
On the Job Trainees		800.00	
State Responsibility for Damages	x		
Signal Controller Testing	x	1,500.00	
Bikeway Signs			
~~Adjust Utilities~~			
County Force Work			
Construct Private Approaches	x	~~21,400.00~~ 13,900.00	
Permanent Signing	x	800.00	
Permanent Striping	x	1,100.00	
Pavement Markers	x	16,600.00	
Misc ~~Permit Fees~~			
Seeding and Mulching		1,000.00	
			$ 38,700.00 ~~45,000.00~~
		1,168,078.80	$ ~~905,385.00~~

RECEIVED
COUNTY & CITY SECTION
JAN 13 1976
ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

Contingencies (4-1/2%) 52,563.55 ~~40,742.33~~

Engineering (~~7~~ 8 %) 93,446.30 ~~81,484.65~~

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction 1,314,088.65 $ ~~1,027,611.98~~

XC, Ridings
Layton
Co-City (2) 1-13-76 Copy to JON ROSE

(a) Character of Proposed Work: Add installation of traffic control signals at 2 intersections (S.E. Oatfield Rd. at S.E. Oak Grove Blvd. and S.E. Concord Rd.).

(b) Estimated Project Cost by Phases: To reflect the increased scope of work under the construction phase and the latest cost estimate change the Project Totals as follows:

Phase	Total Est. Cost	Federal Funds
P.E.	$ 20,000	$ 15,600
Const.	1,285,000	1,005,000
Totals	$1,305,000	$1,020,600

JG:bb
cc: D. E. Swan (4)

8332

15

PRO 6-2

January 13, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project Nos. M-000S(1) & M-0385(1)

We hereby request approval of a minor program change on the subject projects as indicated below to remove the traffic signal installation at two intersections programmed under Project M-000S(1) and add them to Project M-0385(1).

(1) Item No. 32, Project No. M-000S(1), "Clackamas County Traffic Signal Project":

(a) Character of Proposed Work: Change "Install traffic control signals at 4 intersections, ... etc." to read 2 intersections. The two intersections removed are Nos. 3 and 4 on Exhibit "A" and include elimination of all construction work proposed at the two intersections.

(b) Estimated Project Cost by Phases: To reflect the reduced scope of work under the construction phase, decrease the total estimated cost of construction to $155,000 with $121,000 Federal funds.

(2) Item No. 30, Project No. M-0385(1), "S.E. Lake Road-82nd Drive Section":

8332 1-16-76 15

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. M-0385(1)

STATE PROJECT S.E. Lake Road - 82nd Drive Section

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. M-30

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
ENGR
JAN 21 '76
REFER TO

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE January 16, 1976

FEDERAL ROUTE NUMBER FAU Route 0385

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road Junction SE Lake Rd. (Milwaukie) SE 4.95 miles

GENERAL DESCRIPTION OF WORK:
Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Minor Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-25-75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's letter of 1-13-76, I approve the minor program change as follows:

"Add to the charactor of propoed work installation of traffic control signals at 2 intersections (SE Oatfield Rd. at SE Oak Grove Blvd. and SE Concord Rd."

revised project costs

	Total Estimated Cost	Federal Funds
P.E.	$ 20,000	$ 15,600
Construction	1,285,000	1,005,000
Total	$ 1,305,000	$1,020,600

DATE 1-16-76

SIGNATURE OF APPROVING OFFICIAL C R Burghardt

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

January 20, 1976

Mr. Jon Rose
Region Federal Aid Engineer
Region I
Oregon State Highway Division
P. O. Box 02157
Portland, OR 97202

Regarding the construction cost estimate for the Oatfield Road project, FAU 0385, please be advised that Clackamas County has obligated FAU funds through CRAG in the amount of $849,000.00. Based upon the engineer's estimate, it would appear that up to $1,024,000.00 of Federal funds will be required. Clackamas County is working with CRAG on amendments and corrections to the Interim Transportation Plan such that adequate Federal funds will be available for construction of this project.

We will proceed with a Call for Bids on this FAU project.

JOHN C. McINTYRE - Director of Public Works
By Winston W Kurth
WINSTON W. KURTH - County Engineer

/mak

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TE RECEIVED RSM
UE JAN 23 1976 RSC
SO REGION I RBI
ENV LOC

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☒ DPE ☒ CE ☐ RE ☐ RPE ☐

Jane
Clack Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 26, 1976

FILE: LOC 17

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: OATFIELD ROAD FAU PROJECT
Clackamas County
Prefix: 3-1999

I sent Clackamas County our latest estimate of costs for the Oatfield Road project and asked that the County staff consider this large increase to be certain that local and CRAG funds can be made available. Winston Kurth, County Engineer, responded with the attached letter. When this matter has been resolved with CRAG a letter indicating this fact will be submitted.

JR/lms
Attachment

Vairein
H

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

		LOW BIDDER	077	608	012	238	245	
UANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
70.000	SQ YDS	7.90	5,451.00	8.00	7.00	8.00	8.20	
10.000	SQ YDS	13.30	1,463.00	12.00	8.00	13.50	11.50	
3.000	ONLY	150.00	450.00	150.00	100.00	160.00	150.00	
50.000	CU YDS	82.00	4,100.00	75.00	90.00	90.00	85.00	
1.000	ONLY	54.00	17,334.00	85.00	100.00	45.00	80.00	
00.000	LIN FT	.35	6,615.00	.60	1.00	.70	1.40	
6.000	ONLY	30.00	180.00	100.00	100.00	80.00	65.00	
20.000	LIN FT	1.50	1,080.00	1.25	2.00	1.30	3.70	
7.000	ONLY	75.00	525.00	60.00	200.00	75.00	60.00	
20.000	ONLY	125.00	2,500.00	70.00	250.00	160.00	85.00	
30.000	ONLY	13.00	390.00	25.00	100.00	30.00	70.00	
10.000	ONLY	25.00	5,250.00	20.00	25.00	22.00	35.00	
1.000	LUMP SUM	35400.00	35,400.00	35,000.00	40,000.00	35,042.00	41,000.00	
			804,723.82	914,262.70	944,405.60	1008,115.22	1101,101.00	

02/26/76 JOB NUMBER 02				LOW BIDDER	077	608	012	238	249
NO.	ITEM NAME	QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID
036	CONCRETE WALKS	690.000	SQ YDS	7.90	5,451.00	8.00	7.00	8.00	8.2
037	CONCRETE DRIVEWAYS	110.000	SQ YDS	13.30	1,463.00	12.00	8.00	13.50	11.5
038	SIDEWALK RAMPS	3.000	ONLY	150.00	450.00	150.00	100.00	160.00	150.0
039	CONCRETE CURBS	50.000	CU YDS	82.00	4,100.00	75.00	90.00	90.00	85.0
040	EXTRA FOR ASPHALT APPROACHES	321.000	ONLY	54.00	17,334.00	85.00	100.00	45.00	80.0
041	EXTRA FOR PAVED VALLEY GUTTERS	18,900.000	LIN FT	.35	6,615.00	.60	1.00	.70	1.4
042	EXTRA FOR ASPHALT RAMPS	6.000	ONLY	30.00	180.00	100.00	100.00	80.00	65.0
043	DRAINAGE CURB	720.000	LIN FT	1.50	1,080.00	1.25	2.00	1.30	3.7
044	ADJUSTING MANHOLES	7.000	ONLY	75.00	525.00	80.00	200.00	75.00	60.0
045	ADJUSTING INLETS	20.000	ONLY	125.00	2,500.00	70.00	250.00	160.00	85.
046	MODIFYING INLET GRATES	30.000	ONLY	13.00	390.00	25.00	100.00	30.00	70.0
047	SETTING MAILBOX POSTS	210.000	ONLY	25.00	5,250.00	20.00	25.00	22.00	35.0
	TRAFFIC SIGNALS								
048	TRAFFIC SIGNAL INSTALL COMPLETE	1.000	LUMP SUM	35400.00	35,400.00	35,000.00	40,000.00	35,042.00	41,000.0
	TOTAL BID				804,723.82	914,262.70	944,405.60	1008,115.22	1101,101.

		LOW BIDDER	677	608	012	238	245	
QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
14.000	TONS	150.00	2.100.00	150.00	175.00	150.00	125.00	
114.000	CU YDS	165.00	18,810.00	175.00	175.00	175.00	220.00	
24.000	LBS	.28	2,358.72	.30	.40	.28	.35	
850.000	LIN FT	4.70	32,195.00	4.50	4.50	7.40	5.00	
70.000	LIN FT	6.60	4,422.00	6.00	5.75	9.50	7.00	
65.000	LIN FT	8.40	22,388.00	7.50	7.50	11.50	8.50	
996.000	LIN FT	10.80	10,756.80	9.00	8.50	14.50	11.00	
50.000	LIN FT	15.30	765.00	20.00	10.50	18.50	25.00	
92.000	LIN FT	4.00	768.00	10.00	5.00	8.00	5.50	
610.000	CU YDS	16.50	10,065.00	10.00	6.00	9.00	8.00	
3.000	ONLY	625.00	1,875.00	600.00	600.00	700.00	700.00	
10.000	ONLY	280.00	2,800.00	300.00	350.00	300.00	350.00	
63.000	ONLY	280.00	17,640.00	300.00	300.00	290.00	370.00	
156.000	LIN FT	5.00	780.00	7.00	4.00	5.75	5.50	
12.000	CU YDS	20.00	240.00	10.00	20.00	10.00	20.00	
788.000	LIN FT	6.60	5,200.80	7.00	7.00	6.75	7.00	
9.000	ONLY	24.00	216.00	20.00	60.00	25.00	25.00	
374.000	LIN FT	4.00	1,496.00	4.00	6.00	4.00	3.75	

02/26/76 JOB NUMBER 62

				LOW BIDDER	677	608	012	238	245
NO.	ITEM NAME	QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BI
018	ASPHALT IN TACK COAT	14.000	TONS	150.00	2,100.00	150.00	175.00	150.00	125.
019	CONCRETE IN WALLS	114.000	CU YDS	165.00	18,810.00	175.00	175.00	175.00	220.
020	REINFORCEMENT IN WALLS	8,424.000	LBS	.28	2,358.72	.30	.40	.28	.
021	12-INCH SEWER PIPE	6,850.000	LIN FT	4.70	32,195.00	4.50	4.50	7.40	5.
022	15-INCH SEWER PIPE	670.000	LIN FT	6.60	4,422.00	6.00	5.75	9.50	7.
023	18-INCH SEWER PIPE	2,665.000	LIN FT	8.40	22,386.00	7.50	7.50	11.50	8.
024	21-INCH SEWER PIPE	996.000	LIN FT	10.80	10,756.80	9.00	8.50	14.50	11.
025	24-INCH SEWER PIPE	50.000	LIN FT	15.30	765.00	20.00	10.50	18.50	25.
026	EXTRA FOR PIPE UNDER PAVEMENT	192.000	LIN FT	4.00	768.00	10.00	5.00	8.00	5.
027	BEDDING MATERIAL	610.000	CU YDS	16.50	10,065.00	10.00	6.00	9.00	8
028	CONCRETE MANHOLES	3.000	ONLY	625.00	1,875.00	600.00	600.00	700.00	700.
029	CONCRETE INLETS TYPE D	10.000	ONLY	280.00	2,800.00	300.00	350.00	300.00	350.
030	CONCRETE INLETS TYPE G-2	63.000	ONLY	280.00	17,640.00	300.00	300.00	290.00	370.
031	6-INCH DRAIN PIPE	156.000	LIN FT	5.00	780.00	7.00	4.00	5.75	5.
032	SPECIAL FILTER MATERIAL IN DRAINS	12.000	CU YDS	20.00	240.00	10.00	20.00	10.00	20.
033	GUARD RAIL TYPE 1	788.000	LIN FT	6.60	5,200.80	7.00	7.00	6.75	7.
034	RAIL END PIECES TYPE A	9.000	ONLY	24.00	216.00	20.00	60.00	25.00	25.
035	CL-5 CHAIN LINK FENCE	374.000	LIN FT	4.00	1,496.00	4.00	6.00	4.00	3.

02			LOW BIDDER	077	608	012	238	245	
	QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
	1.000	LUMP SUM	80000.00	80,000.00	50,000.00	75,000.00	10,000.00	101,900.00	
ION AND	1.000	LUMP SUM	6600.00	6,600.00	11,000.00	30,000.00	32,000.00	37,000.00	
	340.000	SQ FT	9.95	3,383.00	5.00	4.00	6.00	14.50	
DES	2.000	ONLY	55.00	110.00	75.00	200.00	70.00	150.00	
	1,000.000	HOURS	12.25	12,250.00	13.00	13.50	16.00	15.00	
HING	1.000	LUMP SUM	4710.00	4,710.00	20,000.00	25,000.00	3,000.00	3,419.60	
IRES AND	1.000	LUMP SUM	2800.00	2,800.00	5,000.00	27,000.00	6,000.00	2,000.00	
	182.000	CU YDS	3.25	591.50	5.00	5.00	9.50	10.00	
N	17,960.000	CU YDS	3.25	58,370.00	3.25	2.00	5.50	4.00	
	4,360.000	CU YDS	3.25	14,170.00	7.00	3.00	7.20	9.50	
AND	1.000	LUMP SUM	3000.00	3,000.00	4,000.00	12,000.00	6,000.00	7,000.00	
	200.000	M-GALS	11.00	2,200.00	10.00	10.00	5.50	7.50	
ION	138.000	CU YDS	4.50	621.00	10.00	12.00	6.00	10.00	
FILL	30.000	CU YDS	23.50	705.00	15.00	20.00	10.00	8.00	
TE BASE	35,300.000	TONS	4.17	147,201.00	5.50	4.90	6.20	6.00	
SPHALT	21,200.000	TONS	8.00	169,600.00	9.55	9.00	19.85	11.50	
MIXTURE	1,380.000	TONS	60.00	82,800.00	70.00	70.00	72.00	65.00	

02/26/76 JOB NUMBER 02

				LOW BIDDER	077	608	012	238	245
NO.	ITEM NAME	QUANITY	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BI
001	MOBILIZATION	1.000	LUMP SUM	80000.00	80,000.00	50,000.00	75,000.00	10,000.00	101,900.
002	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	6600.00	6,600.00	11,000.00	30,000.00	32,000.00	37,000.
003	TEMPORARY SIGNS	340.000	SQ FT	9.95	3,383.00	5.00	4.00	6.00	14.
004	TEMPORARY BARRICADES	2.000	ONLY	55.00	110.00	75.00	200.00	70.00	150.
005	FLAGMEN	1,000.000	HOURS	12.25	12,250.00	13.00	13.50	16.00	15.
	ROADWORK								
006	CLEARING AND GRUBBING	1.000	LUMP SUM	4710.00	4,710.00	20,000.00	25,000.00	3,000.00	3,419.
007	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	2800.00	2,800.00	5,000.00	27,000.00	6,000.00	2,000.
008	DITCH EXCAVATION	182.000	CU YDS	3.25	591.50	5.00	5.00	5.50	10
009	GENERAL EXCAVATION	17,960.000	CU YDS	3.25	58,370.00	3.25	2.00	5.50	[illegible]
010	TRENCH EXCAVATION	4,360.000	CU YDS	3.25	14,170.00	7.00	3.00	7.20	9
011	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	3000.00	3,000.00	4,000.00	12,000.00	6,000.00	7,000
012	WATERING	200.000	M-GALS	11.00	2,200.00	10.00	10.00	5.50	7
013	STRUCTURE EXCAVATION	138.000	CU YDS	4.50	621.00	10.00	12.00	6.00	10
014	SPECIAL WALL BACKFILL	30.000	CU YDS	23.50	705.00	15.00	20.00	10.00	8
015	PLANT-MIX AGGREGATE BASE	35,300.000	TONS	4.17	147,201.00	5.50	4.90	6.20	6
016	CLASS B OR CL C ASPHALT CONCR MIX	21,200.000	TONS	8.00	169,600.00	9.55	9.00	10.85	11
017	ASPHALT CEMENT IN MIXTURE	1,380.000	TONS	60.00	82,800.00	70.00	70.00	72.00	65

1	CASCADE CONSTRUCTION COMPANY INC PORTLAND 97208	804,723.82	02 077
2	CLACKAMAS SAND & GRAVEL, INC OREGON CITY 97045	914,262.70	02 608
3	R A HATCH CO BEND 97701	944,405.60	02 012
4	K F JACOBSEN & CO INC PORTLAND 97227	1,008,115.22	02 238
5	GENERAL CONSTRUCTION COMPANY PORTLAND 97208	1,101,101.00	02 245

95321

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U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
0385(1)

STATE PROJECT NO.
SE Lake Road-82nd Drive

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-30

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
Rulien

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FAU 0385
2-4-76	2-4-76	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:
County Road - Jct SE Lake Road (Milwaukie) SE 4.95 miles

GENERAL DESCRIPTION OF WORK:
Grade, pave, and signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Stage Const.Striping	$ 1,000
Temp.Erosion Control	2,000
On-the-Job Training	800
Seeding & Mulching	1,000
Construct Private Approaches	13,900
Permanent Signing & Striping	1,900
Pavement Markers	16,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-25-75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 1-29-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,283,236 - Federal funds $1,003,362

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81-734-1382 AD-72

OREGON STATE HIGHWAY DIVISION

Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: February 27, 1976

ACCOUNTING ONLY
Reference
Date Recd.

Depositor: Clackamas County

Purpose: Advance deposit for construction of S. E. Lake Rd.-82nd Dr. Sec. of Oatfield Rd. project.

Prefix	Other Information	Amount of Deposit
		$105,300

Est. Completion Date		Federal Aid Project No.
11/8/76		M-0385(1)

Section Responsible for Monitoring Project: Region 1 Engineer

Billing Instructions: Bill County for 50% of the difference between the total construction cost less any nonparticipating costs and the amount contributed by FHWA. Also bill county for 100% of any nonparticipating costs.

Prepared By:
Gary E Zehner
Gary E. Zehner
Urban Program Engineer

Form 81-734-1382 AD-72

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference
Date Recd.
Deposit Amt.

Depositor: Clackamas County

Remarks Construction advance deposit. Federal aid project No. M-0385(1) (Oatfield Rd.)

Received By:

fauo

February 27, 1976

Mr. Winston W. Kurth
Clackamas County Engineer
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

The Highway Division opened bids yesterday on the S. E. Lake Road-82nd Drive Section of Oatfield Road Urban System Project M-0385(1). Five bids were received and the low bid was submitted by Cascade Construction Company, Inc. of Portland.

The anticipated construction cost based on the low bid is as follows:

Constractor's Bid	$804,723.82
Anticipated Additional Items	38,700.00
	$843,423.82
Contingencies (4-1/2%)	37,954.07
Engineering (9%)	75,908.14
	$957,286.03
County's Estimated Share: 11% of $957,286.03	$105,301.46

ADVANCE DEPOSIT = $105,300.00

Please make your check in the amount of $105,300 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, 9200 S. E. McLoughlin Boulevard, Milwaukie 97222.

Very truly yours,

Richard Unrein
Urban Engineer

GEZ:sch

bc w/att: Jon Rose: Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of Notification of Advance Deposit No. AD-72 and submit to Finance Branch.

☐ ENGR ☐ ASST ☒ LOE ☐ LAE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

[illegible]
Clack Co

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

March 15, 1976

Mr. Jon Rose
Oregon State Highway Department
Region 1
9200 S. E. McLoughlin Boulevard
Milwaukie, OR 97222

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

RE: FAU 0385 - OATFIELD ROAD

Enclosed please find check No. 11050 in the amount of One Hundred Twenty Thousand Three Hundred and No/100 ($120,300.00) Dollars to cover Clackamas County's local match for Federal Aid Urban projects on Oatfield Road, FAU 0385, and signal projects at King Road & Bell Avenue intersection and Webster Road at Lake road.

Clackamas County is most anxious to accomplish driveway work on Oatfield Road and force account work at the intersections. I have yet to receive authorization to proceed from the State and am hopeful that a letter to this effect will be available within two weeks.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurtt

WINSTON W. KURTH - County Engineer

OE RE RME RCE FAE
TE RECEIVED RSM
UE MAR 15 1976 RSC
SO REGION I RBI
ENV LOC

/mak

Enclosure: Check No. 11050

Form 81-734-1382

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

CARD 1

AD-72

Depositor Clackamas County

Amount $\$105{,}300^{00}$

Section Responsible for Monitoring Project Div 1

Estimated Completion Date 11-8-76

Purpose Constr of SE Lake Rd - 82nd - Oatfield project Cont. #8332

Other Information (File #, FA Project, etc.) M-0385(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ______

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 303-1056 PE Prefix ______

CARD 2

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks ______

Prepared by ______ Date ______

NOTICE OF ADVANCE DEPOSIT RECEIVED

To:

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor ______

Remarks ______

Received by ______

Form 81-734-1382

Form 81-734-1382

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-72

To: County-City Unit
203 State Highway Building

3-17-76

ACCOUNTING ONLY

Reference CE 302

Date Recd. MAR 17 1976

Deposit Amt. 105,300.00

Depositor: Clackamas County

Remarks Construction advance deposit. Federal aid project No. M-0385(1) (Oatfield Rd.)

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COON. ☐ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Received By: Ce

S.E. Lake Road-82nd Drive Section
Nonparticipating Items

Setting Mail Box Posts	210 only	25.00	$ 5,250.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 36,000.00	$ 28,148.00	$ 3,926.00	$ 3,926.00
Roadway	920,341.00	719,613.00	100,364.00	100,364.00
Total	$956,341.00	$747,761.00	$104,290.00	$104,290.00

Group 1	100%
Contract No.	8332
Prefix No.	303-1056
Prefix No.	3-1999

Concrete Inlets, Type G-2	63 only	280.00	$ 17,640.00
6-inch Drain Pipe	156 lin.ft.	5.00	780.00
Special Filter Material in Drains	12 cu.yds.	20.00	240.00
Guard Rail, Type 1	788 lin.ft.	6.60	5,200.80
Rail End Pieces, Type A	9 only	24.00	216.00
CL-5 Chain Link Fence	374 lin.ft.	4.00	1,496.00
Concrete Walks	690 sq.yds.	7.90	5,451.00
Concrete Driveways	110 sq.yds.	13.30	1,463.00
Sidewalk Ramps	3 only	150.00	450.00
Concrete Curbs	50 cu.yds.	82.00	4,100.00
Extra for Asphalt Approaches	321 only	54.00	17,334.00
Extra for Paved Valley Gutters	18,900 lin.ft.	0.35	6,615.00
Extra for Asphalt Ramps	6 only	30.00	180.00
Drainage Curbs	720 lin.ft.	1.50	1,080.00
Adjusting Manholes	7 only	75.00	525.00
Adjusting Inlets	20 only	125.00	2,500.00
Modifying Inlet Grates	30 only	13.00	390.00
Traffic Signal Installation, Complete	All Required		35,400.00
			$799,473.82

Anticipated Items

Stage Construction Striping (E.W.)	All Required	$ 1,000.00
Temporary Erosion Control (E.W.)	All Required	2,000.00
On-the-job Trainees (1 @ $800)(E.W.)	All Required	800.00
Seeding and Mulching (S.F.)	All Required	1,000.00
Construct Private Approaches (C.F.)	All Required	13,900.00
Permanent Signing (C.F.)	All Required	800.00
Permanent Striping (C.F.)	All Required	1,100.00
Pavement Markers (C.F.)	All Required	16,600.00
		$ 37,200.00

Subtotal	$836,673.82
Engineering	82,167.18
Engineering (Signal Control Testing)	1,500.00
	$920,341.00

Length of Project - - - - - - - - - - -	4.662 Miles
Cost of Roadway Per Mile - - - - - - -	$197,413.34

Oregon State Highway Division
Salem, Oregon, March 30, 1976

Federal-Aid Project
No. M-0385(1)

S.E. LAKE RD.-82nd DRIVE SECTION
FAUS 0385 (S.E. OATFIELD ROAD)
CLACKAMAS COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 36,000.00

Type Code 6201
Roadway (Sta. 20+30 to Sta. 256+20)(Sta. 257+80 to Sta. 268+04)

Mobilization	All	Required		$ 80,000.00
Temporary Protection and Direction of Traffic	All	Required		6,600.00
Temporary Signs	340	sq.ft.	9.95	3,383.00
Temporary Barricades	2	only	55.00	110.00
Flagmen	1,000	hours	12.25	12,250.00
Clearing and Grubbing	All	Required		4,710.00
Removal of Structures and Obstructions	All	Required		2,800.00
Ditch Excavation	182	cu.yds.	3.25	591.50
General Excavation	17,960	cu.yds.	3.25	58,370.00
Trench Excavation	4,360	cu.yds.	3.25	14,170.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Watering	200	M-gals.	11.00	2,200.00
Structure Excavation	138	cu.yds.	4.50	621.00
Special Wall Backfill	30	cu.yds.	23.50	705.00
Plant Mix Aggregate Base	35,300	tons	4.17	147,201.00
Class "B" or Class "C" Asphalt Concrete Mixture	21,200	tons	8.00	169,600.00
Asphalt Cement in Mixture	1,380	tons	60.00	82,800.00
Asphalt in Tack Coat	14	tons	150.00	2,100.00
Concrete in Walls	114	cu.yds.	165.00	18,810.00
Reinforcement in Walls	8,424	lbs.	0.28	2,358.72
12-inch Sewer Pipe	6,850	lin.ft.	4.70	32,195.00
15-inch Sewer Pipe	670	lin.ft.	6.60	4,422.00
18-inch Sewer Pipe	2,665	lin.ft.	8.40	22,386.00
21-inch Sewer Pipe	996	lin.ft.	10.80	10,756.80
24-inch Sewer Pipe	50	lin.ft.	15.30	765.00
Extra for Pipe Under Pavement	192	lin.ft.	4.00	768.00
Bedding Material	610	cu.yds.	16.50	10,065.00
Concrete Manholes	3	only	625.00	1,875.00
Concrete Inlets, Type D	10	only	280.00	2,800.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6532

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. H-92

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon

County: Clackamas

Project No.: M-0385(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Jct. S.E. Lake Rd. (Milwaukie), S.E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-25-75	4.662
RIGHTS-OF-WAY		
CONSTRUCTION	2-4-76	4.662
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 956,341	$ 747,761

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

[illegible]
V. E. SHOOG

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206683

DATE April 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 4/30/76 Due 6/1/76 Interest at Maturity Ctf. # 00249788 @ 270M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

8332

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co.
bc: C.W. Head J. Bond R. Church C. Barrett

8332

45

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 4, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8303 & 8332

We confirm receipt of your safekeeping receipt 206918, covering certificate 250871, $270,000. This replaces matured certificate 249788, $270,000.

We confirm approval of changes in allocation of this certificate as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	-
8127	193,000	193,000	-
8136	20,000	-	($20,000)
8303	10,000	22,000	12,000
8332	17,000	25,000	8,000
	$ 270,000	$ 270,000	-

Vernon E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Construction Co.

bc: C.W. Head ✓ R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 08 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 which matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

✓ cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207243

DATE July 6, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/6/76 Due 8/5/76 Interest At Maturity Cert #00 251132 @ 120M; n/o Cascade Construction Company, Inc. CUSIP "Funds to be released to contractor only upon written notice to disbu from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for th of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instru writing by the owner.

NOT NEGOTIABLE

18-2499 4/73 ENV. 31-329 HEAD OFFICE PORTLAND

8332

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

fans

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
Board of Commissioners
Courthouse

Oregon City, OR 97045

Attention of Mr. John McIntyre
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1592

Date July 23, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Partial Transfer of Advance Deposit:
Urban System Project M-0385(1)
SE Lake Road-82nd Drive
Oatfield Road
Clackamas County
Contract No. 8332

Itemized Statement: CLR-DT File #M-0385-1 Advance Deposit $105,300

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit		$105,300
		Amount to be Transferred		100,000
		Amount to be Retained		$ 5,300

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 105,300

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1056-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engr.

Approved:
Division Engineer

Approved:
☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CF ☐ HE ☐ RPE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

August [illegible], [illegible]

[illegible] National Bank of [illegible]
P. O. Box [illegible]
[illegible], Oregon [illegible]

Attention: [illegible]

Gentlemen:

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

[illegible] O.S.H.D.

Yours very truly,

[illegible] COMPANY, INC.

Jon E. Norris
Vice President

JEN:mb

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract#8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8377, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

For The Acc't of • [illegible] Construction Co[illegible], Inc.
P.O. Box 4267
Portland, Oregon 97[illegible]

RECEIPT NO. [illegible]

DATE [illegible]

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't [illegible]

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY: [illegible]

$15[illegible],000.00	U.S. Bank Savings Certificate Nonnegotiable C/D [illegible] Dated [illegible]/76 Due [illegible]/76 Interest at [illegible] [illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if they mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in [illegible]

NOT NEGOTIABLE

[illegible] ENV. 31-326 HEAD OFFICE PORTLAND

8332 B

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 6, 1976

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by: ____________________
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
C. W. HEAD

bc: C. W. Head
R. Church
C. Barrett

Form A-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for [redacted] Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8332

Order No. 5

Section S.E. Lake Rd.-82nd Drive

Date August 23 1976

Highway FAUS 0385 (S.E. Oatfield Rd.)

F.A.P. No. M-0385(1)

County Clackamas

Prefix 303-1056 Account No. 270-05

Description of Work To Be Done:

Permanent Signing.

Location by Station Numbers:

FHWA-ORE DIV APPROVED EFFEC. 9-2-76

Project.

Estimate of Quantities and Costs:

Total $ 800.00

Explanation:

This is an anticipated Item to be done by Clackamas County Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $957,286.03

Present estimate of project cost, including $800.00 for work under this order $952,375.31

Expected under-run ~~over-run~~ (amount) $4,910.72

Expected under-run ~~over-run~~ (per cent) 0.5%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72830-734

8332 15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

8332

Form 2-300 (Rev. 11-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-2-76
Contingent upon modification of project agreement if additional funds are required
BY Valach
Dist. Engineer
DATE 10-12-76
FEDERAL HIGHWAY ADMINISTRATION

15

Project Name	S.E. Lake Rd.-82nd Dr.
Highway	FAUS 0385(S.E. Oatfield Rd.)
County	Clackamas
Contractor	Cascade Const. Co., Inc.
Address	PO Box 4267 Portland, Oregon 97208
Date	Sept. 7, 1976
Contract No.	8332
Prefix	303-1056
F. A. Project No.	M-0385 (1)
Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish, place and roll ASPH coated aggregate on slick areas that are not considered contractors' obligation.

9-7-76

Location by station numbers:

Project.

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO Kenney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Estimate of quantities and cost:

Equipment	$ 550.00	+ 15%	=	$ 632.50
Material	120.00	+ 15%	=	138.00
Labor	750.00	+ 20%	=	900.00
	Total			$ 1,670.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is to correct the slick spots on pavement surface. Work to consist of placing thin layer of material ¼-10 on slick areas and rolling it in. This work to eliminate the hazard of traffic sliding on slicks.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $957,286.03

Present estimate of project cost, including $ 1,670.50 for work under this order $957,286.03

Expected ~~under-run~~ ~~over-run~~ amount $ 0

Expected ~~under-run~~ ~~over-run~~ per cent 0%

Space to right of this line is for use of Salem Office

Submitted by: J E Holland
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

777

Approved

within the limits of the project, nor impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

7. The County hereby recognizes its responsibility under ORS 483.860 as amended by Chapter 287 Oregon Laws 1975 relative to parking restrictions on bicycle lanes to be constructed pursuant to this agreement.

8. Upon completion of the project, County shall thereafter at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or the Federal Highway Administration.

9. County shall, at its sole cost, pay all damages, cost or adjustments arising out of any claims or causes of action under ORS 105.760 for damages resulting from any change of grade occasioned by the project; and shall save and hold harmless the State, the Oregon Transportation Commission, the members thereof, its officers, employees, agents, and contractors from any and all such claims or causes of action.

10. County agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State in behalf of the project.

11. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C. (Civil Rights Act); Title 18, U.S.C. (Anti-Kickback Act); Title 23, U.S.C. (Federal Aid Highway Act); and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Phone 653-3090

August 12, 1975

Mr. Winston Kurth
Deputy Director of Public Works
Clackamas County
902 Abernethy
Oregon City, OR 97045

Dear Sir:

I am returning herewith three copies each of the County/State Agreements for work on Linwood Avenue and Oatfield Road for the following reasons:

1. You had previously deleted a paragraph in the Agreements relating to parking prohibitions on the projects. As an alternative, we have added a paragraph calling the County's attention to the applicable statutes regarding parking restrictions on bicycle lanes. This new paragraph should be initialed by the signers of the Agreement.

2. On one copy of the Oatfield Road Agreement, only one County Commissioner has affixed his signature. Another Commissioner's signature should be added.

3. The County Clerk should attest to the signatures on all of the Agreements.

After the above has been attended to, please return these documents to this office for further processing.

Sincerely,

Edward L. Hardt
Regional Engineer

ELH/cr

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 20, 1975

NOTED
JON ROSE

S SE [✓ RE] RME [✓ RCE] [✓ FAE]
TE RECEIVED RSM
UE AUG 21 1975 RSC
SO REGION 1 RBI
ENV LOC

Edward L. Hardt
Regional Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, OR 97202

RE: FAUS PROJECTS:- 0385 (Oatfield Road)
0495 (Linwood Avenue)

In compliance with your letter of August 12, 1975 we are returning three copies each of the above designated projects with all signatures as requested properly affixed and attested. The new paragraph pertaining to parking restrictions on bicycle lanes has also been noted.

We regret the oversights and will appreciate further processing by your Department.

John C McIntyre

JOHN C. McINTYRE - Director of Public Works

/mak

Enclosures

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

September 14, 1976

Mr. F. B. Klaboe,
Administrator & State Highway Engineer,
State Highway Bldg.,
Salem, Oregon 97310

Dear Mr. Klaboe, this seems to be my best bet to get an answer to a situation in our neighborhood. It involves Oatfield road. The Federal, State, and County spent a lot of money to improve Oatfield, as you well know. The improvement was due and welcomed. However, the auto lanes were not widened to any extent and it cost a lot of money to provide the bicycle, walking, and running paths on each side. I call them this because a chart printed in a Portland paper showed them "as dedicated bicycle paths from Lake road to 82nd."

Now, the question is: Are you going to allow people to use them for parking spaces? This they are doing. Should a bicyclist come to a place where a car, or several cars, are parked he would swerve over into the motorist lane. My contention is that this path is fine, is being used more and more, but, that it should be posted, "POSITIVELY no PARKING," and tickets written freely for violation of same. Personally, I don't think we should have to provide parking for people who live along Oatfield.

Yours truly,

Carl Gregory

Carl Gregory
17514 S. E. Howard Road
Portland, Oregon 97222

RECEIVED
DOT OPERATIONS
SEP 15 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

STA
SEP 15 '76
REFER TO
Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RLS

NOTED
R. L. SCHROEDER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 20, 1976

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: CARL GREGORY CONCERN FOR PARKING ON SHOULDERS OF OATFIELD ROAD

TO: H. S. COULTER
State Highway Engineer

NOTED
H. S. COULTER

Attached is a rough draft response for your consideration for Mr. Carl Gregory. Mr. Gregory lives near Oatfield Road in Clackamas County and has expressed a concern for the fact that parking is allowed on the shoulders of Oatfield Road, whereas it is his understanding that the shoulders are a bikepath.

Although Oatfield Road is a county road, the Highway Division is involved because we contracted and are winding up a project for improving the road. The paved shoulders have been delineated, as on other roads in the area, by the County with large (Dagmar) traffic buttons spaced at 10-foot centers. This is intended to discourage people from driving on or parking on this shoulder, but they have deliberately not designated it as a bikepath in order to avoid the confrontation of parking versus bicycle usage.

When the design for Oatfield Road was being developed I spoke with County Engineer Winston Kurth about this concept and he admitted that they were trying to develop a pathway that could be used both by bicyclists, pedestrians, and adjoining property owners. Our original agreement for the project required that the County remove parking because of the bikepath designation. The County balked at that and so as a compromise we inserted a paragraph in the agreement to point out to the County the perils of their design. I've attached copies of correspondence from this office and from the County, together with the pertinent page of the agreement for your information.

I think it's obvious that the complaint expressed by Mr. Gregory is a County problem and therefore have taken the tack that they ought to respond to him about it.

ELH/cr
Attachments

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

83:32

September 22, 1976

Mr. Carl Gregory
17514 SE Howard Road
Portland, OR 97222

Dear Mr. Gregory:

This is in response to your September 14 letter which expressed concern for the parking on Oatfield Road.

With respect to the contract just now being completed for improvements to the road, the federal, state, and county governments all played a role in it. The Federal Government supplied 78 percent of the cost of the project and approved the design and construction. The Oregon State Highway Division provided 11 percent of the cost, drew up the contract plans and specifications, and supervised the construction.

Clackamas County initiated funding for the project through the Columbia Region Association of Governments, provided 11 percent of the cost, and was responsible for the basic design of the project. As Oatfield Road is a county road, the responsibility for its maintenance and operation lies with the Clackamas County Department of Public Works.

The specific question of parking on the shoulders was by agreement left to the discretion of the County. This being the case, I have taken the liberty of forwarding your letter to Mr. John McIntyre, Director of Public Works for Clackamas County. I'm sure you will receive a response from him.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

cc John McIntyre
bc H. S. Coulter
E. S. Hunter
D. N. Harwell
E. L. Hardt

ELH:cr:ab

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207906**

DATE 9/27/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5%

Dated 9/27/76 Due 10/29/76

Interest At Maturity

Cert # 00 265198 @ 200M; N/O Cascade Construction Co., Inc.

CUSIP

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

E. Johnson

NOT NEGOTIABLE

13-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 2 9 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 3 0 1976
HIGHWAY ACCOUNTING

8332

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 24 SUNDAY	No Activity
Oct. 25 MONDAY	No Activity
Oct. 26 TUESDAY	No Activity
Oct. 27 WEDNESDAY	No Activity
Oct. 28 THURSDAY	No Activity
Oct. 29 FRIDAY	No Activity
Oct. 23 SATURDAY	No Activity

REMARKS

SUMMARY: No Activity
This will be the last weekly report submitted for this project.

ANTICIPATED
NEXT WEEK:

SIGNED ______ LOCATION Portland
J.E. Holland Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEP MENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. Lake Rd.-82nd .

WEEK ENDING: October 30, 1976

SECTION PREFIX: 303-1056

HIGHWAY: FAUS 0385(S.E. Oatfield)

COUNTY: Clackamas

NAME OF JOB: S.E. Lake Rd. - 82nd Drive

KIND OF WORK: Grading, Paving, and Signals.

CONTRACTOR: Cascade Const. Co., Inc.

CONTRACT NUMBER: 8332

FEDERAL AID PROJECT NUMBER: M-0385(1)

DATE OF CONTRACT: March 15, 1976

DATE WORK STARTED: March 25, 1976

ESTIMATED COMPLETION DATE: Nov. 5, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 225

CALENDAR DAYS USED 207

SPECIFIED COMPLETION DATE: Nov. 5, 1976

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $957,286.03

EXCLUSIVE OF ENGINEERING: $881,377.89

ENGINEERING AUTHORIZATION: $75,908.14

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $881,377.89

ENGINEERING COST TO DATE: $69,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 91 %

DATE PROJECT WAS COMPLETED: October 18, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING				
100%	100%	100%		Agg. Base 100%	Asphalt 100%	

	GRADING				
MILES IN PROJECT	4.66	4.66	4.66		
MILES PARTIALLY COMPLETED	4.66	4.66	4.66		
MILES COMPLETED	4.66	4.66	4.66		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,960CY	35,300Ton	21,200Ton		
TOTAL QUANTITIES CORRECTED TO DATE	10,739	19,814	19,641		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,739	19,814	19,641		
AVERAGE DAILY QUANTITIES	---	----	----		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME Drain.	---	----	----		
NUMBER OF SHIFTS PER DAY	8	8	8		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Cloudy	0		
THURSDAY 9	Rain	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 1 1976
CONSTRUCTION
SECTION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173 116

DATE 10/29/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00

U. S. Bank Savings Certificate Non-Negotiable C/D 5%

Dated 10/29/76 Due 11/30/76

Interest at Maturity

CUSIP

Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc.
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-3400 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
H ighways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
    Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

8332

15

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	- -

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

**NOTED
C. W. HEAD**

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

15

November 23, 1976

U.S. NAtional Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contract 8332

Retainage requirements on our contract 8332 with Cascade Construction Co. have reduced to $10,000. When their certificate of deposit 277275 matures on November 1, 1976. $30,000 may be released to the contractor or9transferred to other contracts.

Vernon E. Skoog
Controller

By ________________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Cascade Construction Co.

NOTED
C. W. HEAD

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$150,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5.000% Dated 11/30/76 Due 12/30/76 Interest At Maturity Cert # -00 277489 @ 150M "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division" N/O Cascade Construction Co., Inc. CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

ea
Enc

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

8332

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8332

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section S.E. Lake Rd.-82nd Dr.

Date December 16, 1976

Highway FAUS 0385 (S.E. Oatfield Rd.)

F.A.P. No. M-0385 (1)

County Clackamas

Prefix 303-1056

Account No. 240-07

Description of Work To Be Done:

To set aside funds from Project to repair pavement slick spots if they become a problem in the summer 1977.

Location by Station Numbers:

Project.

Estimate of Quantities and Costs:

Labor, Equipment, and Material Total $ 2,500.00

Explanation: This is to cover the cost of repairing slick spots in summer of 1977 if slicks expand and become a safety hazard. This S.F.O. was concieved after a meeting between the State and the County. The work will be performed by County forces. wk

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $957,286.03
Present estimate of project cost, including $ 2,500.00 for work under this order $888,313.16
Expected under-run ~~over-run~~ (amount) . . . . . . $ 68,972.87
Expected under-run ~~over-run~~ (per cent) 7.2%

Space to right of this line is for use of Salem Office

Submitted by: J E Holland
Resident Engineer

Approval Recommended: Marvin Graff
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved: for
Construction Engineer
6-23-77

SP*79603-734

FAUS

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unruh

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

CL:bb
cc: D. E. Swan
G. Zehner
FINANCE
H

State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-28-76	FEDERAL ROUTE NUMBER Various FAU Routes STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Proj. No.	Revise Programming Rte. No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-831-995

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

12-28-76

PROGRAM NO.

ITEM NO. M-(Various)

C[illegible] NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-28-76	FEDERAL ROUTE NUMBER Various FAU Routes STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE [illegible] 76	SIGNATURE OF APPROVING OFFICIAL	TITLE

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500% Dated 12/13/76 Due 1/31/77 Interest At Maturity CUSIP Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-3690 6/75 ENV. 31-320 HEAD OFFICE PORTLAND

833a

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ____________________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

cc: Cascade Construction

NOTED
C. W. HEAD

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

8332

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8332

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

Cascade Construction Co. Inc.
P.O. Box 4257
Portland, OR 97208

Attention: Jon Morris,
Vice President

Re: Contract 8332

Retainage requirements on this contract have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
~~R. Church~~
C.W. Barrett

NOTED
C. W. HEAD

8332

1859
ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

NOTED
C.W. HEAD

8332

May 13, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On May 6, 1977, we wrote to you concerning release of final payment on Contract No. 8332 awarded to Cascade Construction Company, Inc. for work on the S.E. Lake Road-82nd Drive Section of FAUS 0385 in Clackamas County.

Final payment on this contract is $94.42 and the total contract amount is $710,962.10 including $3,089.33 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Hager Co.
201 American Bank Building
Portland, OR 97205

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8332

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 8, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy, Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8332

This contract has been finalled. The $1,000 deposited in lieu of retainage on this project may be released or applied to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

JJK:mm

CC: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8332

15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by __________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

WASHINGTON D. C. COPY 8332-3

U.S. DEPARTMENT OF TRANSPORTATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING

CARD A

PART A

STATE: Oregon
COUNTY: Clackamas
FEDERAL PROJECT NO: M-9665(1)

X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY	DATE STARTED
	CONSTRUCTION TYPE CODE		6201		March 25, 1976
20	FINAL CONSTRUCTION		782,893		DATE COMPLETED October 18, 1976
21		MILES	4.662		0

PART B

8	LABOR	TOTAL MAN HOURS	GROSS EARNINGS
		12,833	$122,220

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES		279,633
	9			27,445
	1			
CARD C				38,276
				306,000
				3
CARD D				
				9,550
	8			
	10			
CARD E	11	READY MIXED CONCRETE		405
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	
	15 / 75	AGGREGATES PRODUCED	TON / CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB	
	17	FENCING	LIN. FT.	189
	18	GUARDRAIL	LIN. FT.	1,589
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

CARD H

CARD J

12" Sewer	5727
15" Sewer	786
18" Sewer	2642
21" Sewer	965
24" Sewer	491
6" Drain	260

CARD K 14

CARD L 25

CARD M 26 CAST IRON

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G 40 52 53 61 62 75

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

approved.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements. They also indicate that the contractor fulfilled his EEO obligations in an acceptable manner.

8

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL CONSTRUCTION INSPECTION AND FINAL ACCEPTANCE REPORT

COPY

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 10-26-77	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO M-9665(1)
COMPLETION DATE 10-18-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-6-77	TIME ELAPSED 92 %	CONTRACT TIME 225 CWD
APPROVED EXTENSIONS None	LOCATION Along SE Oatfield Rd between SE Lake Rd (City of Milwaukie) and 82nd Dr (City of Gladstone), a distance of 4.95 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
OCT 31 77
REFERRED

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. LAKE RD - SE. 82nd DRIVE
OATFIELD ROAD
GRADING, DRAINAGE, & PAVING

This project provided for the grading, drainage and overlay of an existing facility with a H.T. pavement to provide for two 12-foot lanes with 8-foot shoulders. A contract in the amount of $804,723.82 was awarded Cascade Construction Company, Inc., Portland, Oregon on March 15, 1976. Work began on March 25, 1976 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on October 18, 1976, at a final cost of $861,442.42 which includes $82,107.92 for engineering, $11,180.16 for work under approved price agreements, $3,089.33 for force account work, and $68,372.40 for state force work. A total of 207 calendar work days were used as compared to the 225 calendar work days specified.

COPY REC

OCT 28 1977

STATE

A final construction inspection was made on March 14, 1977, at which time the work was considered acceptable except for correction of several slick spots on the pavement surface. This corrective work was performed under Extra Work Order No. 5, approved 9-7-76, in the amount of $1,670.50 at a final cost of $306.61 after it was determined that the problem was not the responsibility of the contractor. A subsequent request to approve a County Force Order in the amount of $2,500 to repair any future slick spots which might develop during the summer of 77 was not

*NOTE: Not applicable for direct federal projects. -more-

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 10-26-77	TITLE District Engineer	DATE 10-26-77

FORM FHWA-1448 B (12-73) FORMERLY PR-33E Previous Editions of PR-33E Will Not Be Used.

STATEMEN F COSTS INCURRED UNDER PROJECT AGREEM

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Lake Rd.-82nd Drive Clackamas County					
	Total Participating Cost as shown on Final Voucher				$884,519.40	
	Total NonParticipating Cost as shown on Final Voucher				5,831.78	
	Total Cost as shown on Final Voucher				$890,351.18	
	Prepared based on federal billing as of 2/22/79					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

POST

☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 4/25/75 TO 10/26/77

FEDERAL AID PROJECT NO. M-9665(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
P.E. $ 30,394.38	$ 30,377.52	85.8%	$ 26,063.91	$ 26,063.91	$ 0.00
CONSTRUCTION 859,956.80	854,141.88	85.8%	732,853.73	732,853.73	0.00
$890,351.18	$884,519.40	85.8%	$758,917.64	$758,917.64	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon

1/31/79

V.E. Skoog
Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

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                                  303     1049      276      01 N 1                                                     200 56      77      77
                                  303     1049      279      02 P 1                                                     678 45      77      77
                                  303     1049      296      00 N 9                                                  38,420 68CR    76      78
                                  303     1049      297      00 N 9                                                   1,005 64      78      78
                                  303     1C49      298      00 N 9                                                  34,398 11      76      77
                                  303     1049      299      00 N 9                                                   3,016 93      78      78
                                  303     1049      900      00 P 1                                                     959 88      76      77
                                  303     1049      915      00 P 1                                                     247 23      76      77
                                                    TOT      P1                                                      38,220 12
                                                    TOT      N1                                                         200 56
                                                 ** JOB TOTALS **                   **                   **          38,420 68  **

SE LAKE RD-82ND DR              CONT NO 8332 * FA PROJ NOS M    665001 100                                                00     STATE
                                  303     1056      201      00 P 1 Cont. Pay                                       705,545 95      76      77
                                  303     1056      201      00 N 1   "    "                                          5,416 15      76      77
                                  303     1056      206      00 N 1 Int.                                                  3 49      77      77
                                  303     1056      225      02 P 1 S.F.O. #2                       9,376 01CR       38,789 64      76      78
                                  303     1056      270      05 P 1 S.F.O. #5                         248 39CR          905 49      77      78
                                  303     1056      278      03 P 1 S.F.O. #3                         858 44CR        3,548 54      77      78
                                  303     1056      278      04 P 1   "   #4                        3,164 92CR        9,950 97      77      78
                                  303     1056      296      00 N 9 Tr. st.                        65,000 19CR      832,853 73CR    76      79
                                  303     1056      298      00 N 9  "  Fed                        65,000 19        732,853 73      76      79
                                  303     1056      299      00 N 9 Tr. other                                       100,000 00      76      76
                                  303     1056      900      00 P 1 Engr.                           8,530 07CR       84,752 16      76      78
                                  303     1056      900      00 N 1   "                                41 58            436 86      76      78
                                  303     1056      900      01 P 1 SMO #1                                            1,624 16      76      77
                                  303     1056      903      00 P 1 Pay Loc. Govt. (...).          22,177 83          8,717 49      77      78
                                  303     1056      915      00 P 1 Audit                                                76 00      77      77
                                  303     1056      950      00 P 1 Training Ex                                          47 27      76      77
                                  303     1056      985      00 P 1 EEO Monitor                                         184 21      76      77
                                                    TOT      P1                                                     854,141 88
                                                    TOT      N1                                        41 58          5,856 50
                                                 ** JOB TOTALS **                   **                 41 58  **    859,998 39  **


TOTAL TO DATE JOB COST SUMMARY                                                        APRIL 1979          PAGE  171

                                                                                        FISCAL           GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX          FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE         BEG    END

  SE KING RD-SE HARMONY RD      CONT NO 8379 * FA PROJ NOS M    727001 100                                      00     STATE
                                  303     1059      201      00 P 1                                           205,018 31      76      77
                                  303     1059      201      00 N 1                                               571 05      76      77
                                  303     1059      206      00 N 1                                                12 33      77      77
                                  303     1059      270      01 P 1                                             1,680 83      77      78
                                  303     1059      296      00 N 9                        17,412 76CR        219,947 00CR    76      79
                                  303     1059      297      00 N 9                                            24,500 00      76      76
                                  303     1059      298      00 N 9                        17,412 76          195,447 00      76      79
                                  303     1059      900      00 P 1                            99 32           21,028 32      76      79
```

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                                003   1994    980      00 P 1                                                      943.08
                                003   1994    980      00 N 1                                                       22.44
                                              TOT         P1                                     35.85          58,992.30
                                              TOT         N1                  248.70            248.70             711.38
                                         ** JOB TOTALS **                     248.70   **       284.55   **     59,703.68   **

 LAKE RD-82ND DR             CONT NO          FA PROJ NOS M   665001 100                                               00       STATE
                                003   1999    296      00 N 9 TR. ST                          2,311.73CR        26,063.91CR
                                003   1999    298      00 N 9 " FED                           2,311.73          26,063.91
                                003   1999    901      00 P 1 RES ENGR                                          14,640.88
                                003   1999    905      00 P 1 FIN. DES                                           9,195.75
                                003   1999    905      00 N 1 "   "                                                 16.86
                                003   1999    906      00 P 1 BR.  "                                               634.16
                                003   1999    910      00 P 1 SOILS                                              2,246.37


TOTAL TO DATE JOB COST SUMMARY                                                         APRIL 1979        PAGE  487

                                                                                         FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX         FUNCTION   GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                003   1999    911      00 P 1 SIGN                                           1,006.38
                                003   1999    914      00 P 1 UT. LIAS.                                        101.73
                                003   1999    918      00 P 1 REC & HVD.                                       107.76
                                003   1999    920      00 P 1 PROJ M                                            98.23
                                003   1999    921      00 P 1 SPECS                                          2,293.23
                                003   1999    923      00 P 1 ENV.                                               2.58
                                003   1999    924      00 P 1 DEP OF TR.                                        50.45
                                              TOT         P1                                                30,377.52
                                              TOT         N1                                                    16.86
                                         ** JOB TOTALS **                              **               **  30,394.38   **

 ASTORIA-CAMP RILEA (S UNIT)  CONT NO         FA PROJ NOS RF  115024 100                                       00       STATE
                                004   1920    296      00 N 9        5,566.10CR       28,971.60CR      115,095.00CR
                                004   1920    298      00 N 9        5,566.10         28,971.60        115,095.00
                                004   1920    901      00 P 1        5,540.72         18,871.55         33,918.54
                                004   1920    901      00 N 1                            410.90            514.53
                                004   1920    902      00 P 1                                              693.42
                                004   1920    904      00 P 1                            168.94            168.94
                                004   1920    905      00 P 1        1,943.02          9,618.27         26,910.38
                                004   1920    906      00 P 1          713.58            785.50          9,091.24
                                004   1920    907      00 P 1                            551.68            668.48
                                004   1920    909      00 P 1                            504.22          3,911.65
                                004   1920    910      00 P 1          865.37          3,584.70          7,660.76
                                004   1920    911      00 P 1          390.26            721.69          2,040.90
                                004   1920    912      00 P 1                                              421.68
                                004   1920    913      00 P 1                                            2,166.71
                                004   1920    913      00 N 1                                              856.55
                                004   1920    914      00 P 1                          1,387.49          1,682.14
                                004   1920    916      00 P 1                                            1,931.18
                                004   1920    918      00 P 1                             68.48         10,583.95
```

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Lake Rd. - 82nd Drive Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 17,295.15	
	County	All Required			13,082.37*	
	Total Preliminary Engineering				$ 30,377.52	
	Construction					
	Type Code 0201					
	Final Contract Payment Summary	Lump Sum			$705,545.95	
SFO	#2 Construct Approaches	All Required			38,789.64*	
SFO	#3 Permanent Striping	All Required			3,548.54*	
SFO	#4 Pavement Marking	All Required			9,950.97*	
SFO	#5 Permanent Signing	All Required			905.49*	
	Total Participating Construction Costs				$758,740.59	
	Construction Engineering					
	State	All Required			$ 84,799.43	
	County	All Required			8,717.49*	
SFO	#1 Testing Signal Controllers	All Required			1,624.16	
	Total Construction Engineering				$ 95,141.08	
	Misc. Project Costs					
	Audit Expense	All Required			$ 76.00	
	Equal Opportunity Program Expense	All Required			184.21	
	Total Misc. Project Costs				$ 260.21	
	Total Participating Costs				$884,519.40	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 16.86	
	Final Contract Payment Summary	Lump Sum			5,416.15	
	Interest Paid to Contractor	All Required			3.49	
	Construction Engineering	All Required			395.28	
	Total Non-participating Costs				$ 5,831.78	
	TOTAL COST				$890,351.18	
	AMOUNT CARRIED FORWARD					

Prepared based on Participating Cost as shown on Federal Billing as of 10/19/78

* See audit report

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project [illegible])*
Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS
Capitol Building
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-9665(1)

VOUCHER PERIOD
FROM 4/25/75
TO 10/26/77

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$890,351.18	$834,519.40	78.19%	$691,605.72	$691,605.72	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE 10/6/78	BY DATE V.E. Skoog Controller

REMARKS Oregon

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-15-79	CC 1996		3 - 1999 - 297 303 - 1056 - 297

BILL TO: Code:

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Winston W. Kurth, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:			
Urban System Project M-9665(1) S.E. Lake Rd.-S.E. 82nd Dr. S.E. Oatfield Rd. Clackamas County Covered by Agreement dated: 8-28-75 Contract No. 8332			
TOTAL COST			$890,392.76
Less Federal Funds Collected			758,917.64
Less State Share			63,019.31
County Share			68,455.81
County Advance Deposit			105,850.00
REFUND DUE COUNTY			$ 37,394.19
(Attach itemized statement to Invoice)			

Advance Deposit Amount	$105,850.00
Advance Deposit Previously Transferred to Highway Fund	$100,000.00
Balance	$ 5,850.00
Transfer to Highway Fund	$ - - -
Refund Due	$ 5,850.00
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1592

Amount Due . . . . . $

Submitted by:

Gary E. Zehner
Gary E. Zehner

Approved:

Gerald Wimer

SP*357

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 16, 1979

COUNTY Clackamas **Contract No.** 8332 **Date Completed** 10-18-76

PROJECT # M-9665(1) **Section** S.E. Lake Rd.-S.E. 82nd Dr., S.E. Oatfield Rd.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 30,394.38
Total Contract Payments	710,962.10
S.F.O. #1 Signal Controller Testing	1,624.16
S.F.O. #2 Construct Approaches	38,789.64
S.F.O. #3 Permanent Striping	3,548.54
S.F.O. #4 Pavement Marking	9,950.97
S.F.O. #5 Permanent Signing	905.49
Construction Engineering	93,906.51
Audit Expense	76.00
Training Expense	47.27
EEO Monitoring	184.21
Interest Paid Contractor	3.49
TOTAL PROJECT COST	$890,392.76

Federal Aid Funds Collected:		
Preliminary Engineering	$ 26,063.91	
Construction	732,853.73	$758,917.64
	BALANCE	$131,475.12
Non-Participating Costs:		
Preliminary Engineering	$ 16.86	
Payments to Contractor	5,416.15	
Construction Engineering	436.86	
Interest Paid Contractor	3.49	$ 5,873.36
	SUB-TOTAL	$125,601.76

State Share: 50% of $125,601.76 = $62,800.88
Plus 50% of $436.86 (Const. Engr.)= 218.43
$63,019.31

County Share: 50% of $125,601.76 = $62,800.88
Plus Non-Par. Costs $5,873.36
Less $218.43 = 5,654.93
$68,455.81

Reference: Billing Form CC 1996

FORM 734-1745

232

Date 5-16-79

Invoice No.

P. O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Winston W. Kurth, Co. Eng.

This Space for Use of Accounting Division

P

Additional funds to be refunded to Clackamas County for Urban System Project M-9665(1), S.E. Lake Rd.-S.E. 82nd Dr. Section of S.E. Oatfield Rd.

$31,544.19

Ref.: CC 1996
CC 1592

Gerald Wimer

9999 - 321.00 - 89

8332

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	132384
DATE	8-13-81
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CC 1996 REV.

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

8-13-81

CODE
CLACKCY

- CLACKAMAS CO PUBLIC WKS DEPT
- 902 ABERNETHY ROAD
- OREGON CITY OR 97045

ATTN WINSTON KURTH, ENVIRON SVS.

CREDIT DISTRIBUTION

3-1999-296-00-000	197.03
303-1056-296-00-000	27.27
321.00	224.30
3-1999-297-00-000	(197.03)
303-1056-297-00-000	(27.27)

DESCRIPTION	TOTAL PRICE
THIS BILLING CORRECTS A PREVIOUS BILLING MADE 5-15-79 (CC 1996) AND INCLUDES COSTS ERRONEOUSLY CHARGED TO PROJECT M-000S(1) IDENTIFIED IN THE AUDIT.	
FA URBAN PROJECT M-9665(1) SE LAKE ROAD-SE 82ND DRIVE SE OATFIELD ROAD CLACKAMAS COUNTY COVERED BY AGREEMENT DATED 8-28-75, CONTRACT NO. 8332	
TOTAL COST	893,551.94
LESS FEDERAL FUNDS	(761,628.22)
LESS STATE SHARE	(63,243.61)
COUNTY SHARE	68,680.11
COUNTY ADVANCE DEPOSIT	(105,850.00)
REFUND DUE COUNTY	37,269.89
AMOUNT REFUNDED TO COUNTY 5-15-79 (CC1996)	37,394.19
110.00	
POST-FINAL	

G

734-1150 (6-81)

Amount Refunded to County

C/A 5313- 9- 3- 75

8332 SE Lake Rd-82nd Dr. Sec. of 1976
FAUS 0385 (SE Oatfield Rd.)
(Grading, paving & signals)

#8331 801

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE March 25, 1974

TO RESIDENT ENGINEERS

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Borrow and Quarry
Development Plans

As you know, each resident engineer is now required to work up borrow and quarry development plans for all projects where we set up a prospective source. Attached are some examples of development plans used on other projects.

As of this date we need such plans for any prospective sources we anticipate using for the following projects.

Fillmore	Chandler Lane Middle Bridge-Love Bridge
Hiatt	Benson Creek-Olds Ferry
Ferguson	Emigrant Hill-Meacham
Burnett	South Baker-Encina Encina-Pleasant Valley Pleasant Valley-Oxman Oxman-Bubbs Ranch
Hagedorn	Diagonal Road

Part of the permit application requires that we obtain the necessary County and Planning Commission approval.

DDA:je
cc: Vern Moore w/attachments
Don Trout
Lyle Watson

A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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MAR [illegible]
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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1974

SUBJECT: Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

To:

Mr. J.H. Versteeg
Road Design Engineer

The subject project will appear on the Bond program in the near future.

Location data for revision in alignment on the east end of the project has previously been transmitted to your office. The revision has approval of E.S. Hunter to incorporate into the project plans. Right of way descriptions should be prepared at an early date since the application to BLM for right of way may be a lengthy process and may require an environmental assessment.

The program estimate at this time is $500,000. This seems to be low. A revised estimate should be forwarded to Project Management at an early date for correction of the programed amount.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

GCW:jp
cc Gary Potter
J.B. Boyd

1 Versteeg V
A. Olson /
2 Terpin T
3 Scott
Swenson
R. Olson
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 14, 1974

FROM: Adele L. Egan
Right of Way Office Manager

By May Short May Short

TO: J. H. Versteeg
Road Design Engineer

Attention Floyd Scott

SUBJECT: STATUS OF LANDS
Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County

In response to your request, I called the BLM regarding the status of land in the NW¼ Sec. 35, T. 8 S., R. 42 E., Baker County, Oregon.

Larry Hubbard of that office informed me that the land is in the public domain.

MS:ls

1 Versteeg ✓
A. Olson
Terpin
2 Scott
Swenson
R. Olson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 5, 1974

FILE:

SUBJECT: STATUS OF LANDS
Middle Bridge Road-Love
Bridge Section
Baker-Copperfield Highway
Baker County

FROM: May Short
May Short

TO: J. H. Versteeg
Road Design Engineer

Attention Floyd Scott

In response to your request, I called the BLM regarding the status of land in

Township 8 South, Range 42 East, W. M., Baker County, Oregon
Sec. 27: S½SE¼SW¼ & S½SW¼SE¼
Sec. 34: NE¼

I was informed that the land is in the public domain and that we may apply for the property in the usual manner.

MS
ls

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A. Olson
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W.E.C. [✓ Cole] Reed
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Hager Watson
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Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

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Salem, Oregon
June 14, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

Middle Bridge Road - Love Bridge
Baker - Copperfield Highway
Baker County

Attached are 3 descriptions and an authorization covering Right of Way for a line change on the subject bond project which is scheduled for 1975.

This line change also goes through B.L.M. lands which requires a revision of our Decision under File 33997. The Filing Map for this revision is being prepared.

Please note that Right of Way for the abandoned line was acquired as shown on Map 8B-23-11 and will be available for disposal.

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
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By

J. H. Versteeg
Road Design Engineer

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

5321 12

Salem, Oregon

July 2, 1974

W. E. Schwartz, Region V Engineer

FET

Frank E. Terpin, Final Design Engineer

Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

The subject project was prepared for contract in this office in 1960-1961. As you know the 1.32 miles has been relocated. The remaining 2.94 miles have not been updated since the original survey.

Enclosed please find a copy of the right-of-way map and hard copy of the relocated section and the plans and right-of-way map as prepared in 1960-1961.

Please note that the original contract plans show irrigation ditch construction outside of the right-of-way. Easement policy for construction outside of right-of-way has changed since this project was prepared for contract and undoubtedly over the past 13 years new irrigation ditches have been introduced by property owners and ownership could well have changed.

Please review and inform this office. This project has been placed on the February 1975 schedule and early information to any revisions in the last 2.94 miles will help this office complete this project on schedule.

WEC:we
Enclosures

1 Versteeg ✓
A. Olson
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2351

Salem, Oregon

July 5, 1974

Roy Olson, Landscape Engineer

F.E.T.
Frank E. Terpin, Final Design Engineer

View Point
Middle Bridge-Love Bridge Section
Baker-~~Homestead~~ Highway
Baker County

Enclosed is a print of a portion of the hard copy for the subject project.

This office has been informed by the Right of Way Section that local BLM representative will request that a view point be constructed in the vicinity of Sta. 870+00. The inference was that, by so doing, the granting of the permit for BLM land would be expedited.

Will you please contact Mr. John Oakes of the Right of Way Section and review this subject with him.

Will you also review the site to determine if it is appropriate to construct a view point at that location, provide a cost estimate and determine, since this is a project on the bond program, if funds would be available.

FET:we
Enclosure
cc: John Oakes
W. E. Schwartz
W. E. Cole

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
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Salem, Oregon

July 29, 1974

W. E. Schwartz, Region V Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson EW
R. Olson
3 Trout FT

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Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

Due to the 1.53 mile line revision (Sta. 825 to Sta. 906) to eliminate extensive and expensive adjustment to existing irrigation facilities we find that the earthwork for the entire project is out of balance.

In 1960-1961 a shrink factor of 25 percent was used to balance. The revised alignment portion sent in from the field indicates that a 16 percent factor was used to balance just that portion revised. When these two factors are combined they reflect a 20,000 cubic yard shortage of material.

We note that the revised portion calls for 2:1 maximum fill slopes on the high fills at the Regional Engineer's request. Rough estimating indicate that by using 1-1/2:1 fill slopes on this revised section could eliminate the material shortage and the entire project could be balanced by using a 12-16 percent shrink factor without excessive haul.

Enclosed please find a print of the profile dated January 24, 1974 for the alignment revision (Sta. 825 to Sta. 906) and earthwork sheets prepared by this office for the entire project. The earthwork sheets are based on the revised alignment profile and the profile shown on the 1966 project plans (Sta. 906 to Sta. 1050).

Please review these and inform this office if you still wish the 2:1 fill slopes or if these may be another solution to bring this project in balance with a realistic shrink factor without borrowing material. This project has been placed on the February 1975 schedule and early information will help this office complete this project on schedule.

WEC:ws
Enclosures

8231

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE July 31, 1974

TO Frank E. Terpin
Final Design Engineer

SALEM

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT View Point
Middle Bridge-Love Bridge Section
Baker-Homestead Highway
Baker County

REFERRED TO
W.E.C. [✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

On July 30, 1974, I met with Albert Romeo, District Manager for the B.L.M. office in Baker, to discuss the view point proposed on the above project. It was pointed out to Mr. Romeo that in the area of the proposed view point we had a 50 to 60 foot cut and that the access road to a view point in the area would require a grade in excess of 12 percent and cost approximately $20,000. Also, the view point access connection would fall at a point below the crest of the hill and create a traffic safety hazard. Mr. Romeo was not aware of these conditions when he made the request for the view point and agreed to withdraw this request.

Possible alternate sites for view points along this highway are shown on the attached photographs at Milepoint 10.1, 15.1 and 13.3. These sites are outside the boundary of the proposed contract and could be improved and signed by the department when funds are available.

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A. Olson
2 Terpin
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Swenson
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DDA:je
Attachments

cc: Roy Olson
Verne Allen
John Oakes
G. A. Starkey

pictures retained
in Design Room
W.C.G. 8/1/74

8331 12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 7, 1974

FROM: H. M. Fillmore
Res. Eng.

TO: W. E. Schwartz
Reg. Eng.

☒ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE AUG 7 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

SUBJECT: Middle Bridge-Love Bridge
Baker Copperfield Hwy
Baker County

Herewith 1966 construction plans and right of way map on the above section given to me with letter to you from Frank Terpin dated July 2, 1974.

All irrigation ditches shown on the plans are still in existence and being used. There is a new ditch on the right, station 1006 to station 1019. It is not an irrigation ditch, but a drainage ditch which collects excess water from sprinkling.

There has been two properties change ownerships and Phillips Ranch is now recorded as Phillips Angus Ranch. James S. Weber sold to Phillips Angus Ranch and F. L. Pearson sold to Scott K. and Martha E. Smith. All other ownerships are as shownon the R/W map.

HM Fillmore
H. M. Fillmore
Res. Eng.

HMF/ck

cy Gerlach
8-7-74
el

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W. E. COL

1 Versteeg V
A. Olson
2 Terpin T
3 Scott L
Swanson
R. Olson
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FORM E-36

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

Bond Funds
1-2601

DATE August 9, 1974

TO L. W. Rulien
Project Management Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
Middle Bridge Road - Love Bridge Section
Baker - Homestead Highway
Baker County

Under a 1961 authorization and useing prefix 1-2002, right-of-way was purchased for the above project.

The project has been redesigned to a higher elevation requiring the acquisition of three new files. This right-of-way is estimated at $5,000 and does not involve any relocation.

Please authorize the use of State or bond funds for this project and assign a new prefix.

JRO:ha
cc Victor D. Wolfe
M. R. Mitchell
Bob Poggione

Carl - Bond project
OK R

RECEIVED
AUG 9 1974
PROJECT MANAGEMENT SECTION

521

Salem, Oregon

August 13, 1974

John R. Oakes
Assistant R/W Engineer

L. W. Rulien
Project Management Engineer

Programing
Middle Bridge Road - Love Bridge Section
Baker - Homestead Highway
Baker County

Road Funds in the amount of $5,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1974 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 1-2601 should be used for this expense.

[redacted]
cc: Bill Monner
C. P. Laux

DBe

NARRATIVE REPORT

L2 Location Revision
MIDDLE BRIDGE-LO E BRIDGE SECTION
Baker-Homestead Highway
Baker County

The L2 revision is a revised alignment of 1.53 miles to the right of the existing highway between stations 825 and 906. It is proposed in order to eliminate extensive and expensive adjustment to existing irrigation facilities through the area.

The horizontal alignment consists of one 1° curve to the right and a 0°45' curve to the left. The maximum grade is 250 feet of 6% grade, adverse for westbound traffic. The maximum difference in elevation through the revision is 90 feet.

The alignment is through range land except for a barn and irrigated land from about Station 886 ahead. This revision is a result of a complaint from Mr. Phillips, property owner, regarding the taking of irrigated fields and interference with irrigation facilities on the original location.

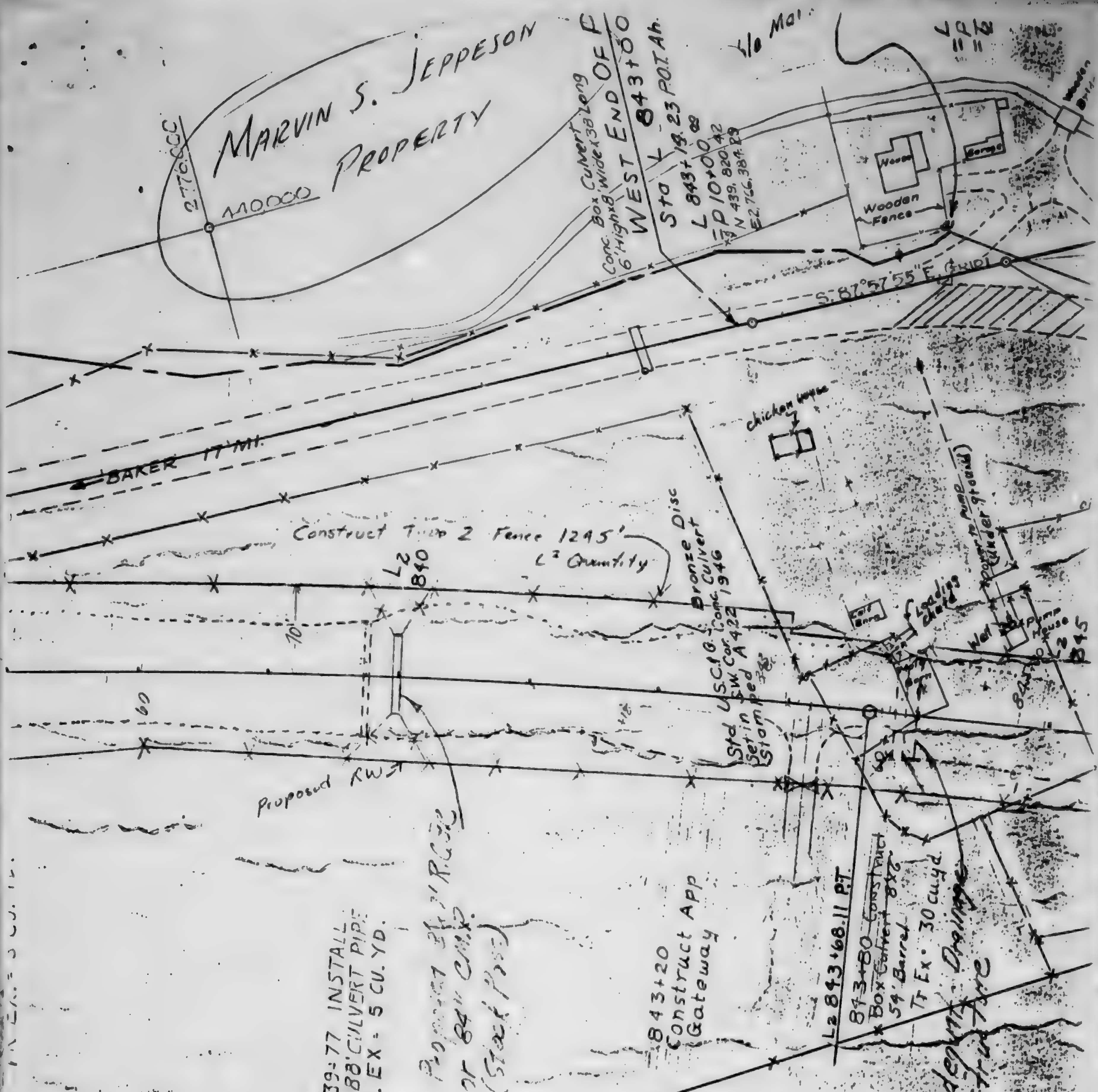
The excavation in this revision amounting to 237,000 cubic yards including the allowance is sandy silt with some gravels. It is not expected that any solid rock will be encountered.

The only contact made with the existing irrigation facilities is 2 crossings of the main ditch, one by the main roadway and one by the county road connection. Adequate culverts for these crossings are proposed.

An eight foot by 6 foot R.C.B.C. is proposed at Station 843+80. This is to serve as a stock pass and drainage facility. There is a very large drainage area to this culvert but no indication of frequent runoffs. The existing highway has a similar box culvert and it is felt it is necessary for periods of heavy thunder storms which occur in this area. Also it will be necessary to cross the highway with cattle at this location and the R.C.B.C. will serve this purpose.

Right of way will have to be obtained from 3 property owners. One piece will have to be obtained from the U. S. Government (B.L.M.) and some from the Phillips ranch. Since right of way was obtained from Phillips for the original alignment, it would seem that the new right of way would be a trade of properties.

The third property that will have to be acquired is a portion of the former Haller property. I am told by Mr. Haller that there has been 3 transactions on this property since 1970. Haller sold to Allan H. Banta and a copy of this deed is enclosed. Mr. Haller told me that since that time Banta sold the property to De Vries Ranches Inc. and they in turn have a five year option to sell to a Midwest outfit. Neither of these latter two transactions could be found recorded in Baker County Court house.


MARVIN S. JEPPESON PROPERTY
277.00
110,000
Conc. Box Culvert 6' High x 8' Wide x 38' Long
WEST END OF F
Sta L 843+80
843+19.23 POT Ah.
L 843+00.00
P 10+00.42
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E 2,766,384.29
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Wooden
Garage
Wooden Fence
Wooden Brid.
S. 87°57'55" E.
chicken house
BAKER 17 Mi.
Construct Type 2 Fence 1245'
L² Quantity
L2 840
10
60
Bronze Disc
Std. U.S.C.&G.
Set in S.W. Cor. Conc. Culvert
Stamped A 422 1946
Loading chute
Well
Pump House
Power to pump (under ground)
L2 845
844
Proposed RW
839+77 INSTALL
18"x88' CULVERT PIPE
TR. EX. = 5 CU. YD.
or 84" CMP
(Steel Pipe)
843+20
Construct App
Gateway
L2 843+68.11 P.T.
843+80 Construct
Box Culvert 8x6
54' Barrel
Tr Ex. 30 cu. yd.
Adequate Drainage Structure

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 73-2

Page 1 of 1

EFFECTIVE DATE: October 3, 1973

CANCELLATION DATE: Until Further Notice

OFFICE: DESIGN BRANCH

Issued By: (SIGNATURE)

Assistant State Highway Engineer (TITLE)

DISTRIBUTION:
LIST "F"
Bridge Design Engineer
Road Design Engineer
Location Engineer
Right of Way Engineer

SUBJECT: Stock Passes

The Department of Environmental Quality has the following to say about animal waste as it may apply to highway crossings: "The law and resulting regulations specifically prohibit the discharge of animal waste into the waters of the State or the accumulation of such wastes where they may be washed into a flowing stream."

When a highway location bisects property and the owner continues use of both sides of the highway, our policy will be to provide a stock pass at a location free from flow of surface water. A separate structure to handle any surface drainage will be required. Justification for a stock pass will be as per Section 2.4.11 OSHD "Manual of Instructions".

Where a structure bridges or contains a stream it will always be possible that stock might prefer to use the stream bed. Fencing can control this to a limited extent and when vertical clearance permits we may construct a benched section, properly fenced, under the structure to form a stock path that is above ordinary high water and flooded out during flood stage.

Where a question arises concerning the need for a separate livestock crossing, the Department of Environmental Quality has offered the services of their District Representatives who may be consulted on these matters.

This format should be followed on all future location surveys.

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter

/ Varsteeg
Copy A. Olsen
Copy Terpin
Copy Scott
Swanson
Copy R. Olson
Trout

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Salem, Oregon

September 5, 1974

W. E. Schwartz, Region V Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County

The 8'x6' box culvert at Sta. 843+50 proposed by Fillmore was to be used as a drainage structure as well as a cattle pass. A recent law prohibiting this type of installation states that when a highway location bisects property and the owner continues use of both sides of the highway the stock pass shall be at a location that is free from the flow of surface water and a separate drainage structure will be provided to handle the surface water.

The proposed location (Sta. 843+50) will not meet these requirements. We propose to relocate the stock pass at Station 840+00± and provide an adequate size drainage structure at Sta. 843+50. This might cause difficulties in right of way negotiations. The drainage structure will concentrate water runoff into the area where the property owner has his pump house and well located. A ditch traversing his property would probably take care of this providing he does not relocate his barn in this area. Please investigate this problem and inform this office. Also note that the minimum cattle pass now used is a 84" CMP or 8'x7' RCBC.

Please find a print of the hard copy of this area showing our proposal.

As you know this project was prepared for contract in 1960-1961, but was never contracted. We have replotted cross-sections from the original construction notes, but do not have information on the existing culverts that cross the highway. Please have a cross-section taken at each location. (16 to 17 in number--see enclosed plans for locations)

This project has been placed on the February 1975 schedule and early information will help this office complete the plans on schedule.

WEC:we
Enclosures
cc: Victor D. Wolfe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
Sept. 12, 1974

FROM: Verne A. Allen
Regional R/W Supervisor

SUBJECT: Files No. 48256,57 & 58
Middle Bridge-Love Bridge
Section
Baker-Copperfield Highway
Baker County

TO: J. B. Boyd
Right of Way Engineer

SALEM

Attention: K. A. Chatwood
Administrative R/W Agent

I received the appraisal reviews on subject files and because of the grantors' past history and the proability of a trade, I gave myself the negotiating assignment. In preparing the files I discovered we did not have the preliminary construction plans.

I called Frank Terpin's office and talked with Jerry Maness. He informed me it could be several weeks before they were ready as he was waiting for information from the field. He also told me there would be design changes on File 48256 because the field had combined a drainage structure with a cattle pass. He was not sure if File 42858 was correct. Jerry also mentioned that there might be another taking on the East end of the project to fit in a County Road.

I am bringing these things to your attention in hopes we can get quick action on the plans and can be ready for the February 1975 letting date.

Verne A. Allen
VERNE A. ALLEN
Regional R/W Supervisor

VAA/cre

8331

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE September 13, 1974

TO Hal Versteeg
Road Design

FROM K. A. Chatwood
Administrative R/W Agent

SUBJECT Files Nos. 48256, 57 & 58
Middle Bridge-Love Bridge
Section
Baker-Copperfield Highway
Baker County

Attached is a letter from Verne Allen regarding construction plans for this section.

From past experience with the Phillips and Weber families, we know that they will not settle until they know all facits of design and particularly the re-establishment of all irrigation and drainage facilities. It is imparitive that we have accurate plans before we attempt to negotiate these files. Please advise when this information will be available and expedite as soon as you can.

KAC:mk

cc Ed Hunter
Pat Swartz
Verne Allen

REFERRED TO

[✓ Cole] Reed
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
[✓ Discuss] ✓ ☐ File ☐

BY FINAL DESIGN ENGINEER

1 Versteeg V
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to complete the layout.
[illegible]

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Salem, Oregon

September 17, 1974

W. E. Schwartz, Region V Engineer

FET

Frank E. Terpin, Final Design Engineer

Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

At Sta. 984+50 is an existing cattle pass which is to be extended. It appears also to be used as a drainage structure.

The enclosed memorandum indicates that when problems exist the District Representative of the D.E.Q. can be consulted.

Will you please investigate the problem, consult the D.E.Q. and recommend what is to be done with the cattle pass.

FET:we
Attachment
cc: John Oakes
W. E. Cole

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
B. Olson
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SEP 17 1974
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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon

DATE October [illegible], 1974

TO [illegible]
Final Design Engineer

FROM [illegible]
[illegible]

SUBJECT [illegible]
Baker - Copperfield Highway
[illegible]

In keeping with our telephone conversation [illegible] relative to relocation of proposed cattle pass in the vicinity of Sta. 843+50 (See your letter of September [illegible], 1974) here are the following recommendations:

The enclosed print of alignment [illegible] shows proposed location of cattle pass at Station 843+70 with drainage culvert at Station 843+25 (to be installed on skew to fit existing drainage). The cattle pass should be installed with floor 2 feet above fill toe to keep drainage out of structure. If there isn't enough fill depth at this location to allow this, an alternate location would be Station [illegible].

A [illegible] inch culvert would probably be adequate for drainage under normal conditions, but since this area is subject to heavy runoff for periods of short duration we do recommend installation of 36 inch culvert.

[illegible]/tlf

cc: [illegible] Schwartz, Region Engineer
file
w/enclosure

Plan retained in Design Region W.E.C.

REFERRED TO

WEC [✓ Cole] ______ ______ Reed ______
______ Eriksen ______ ______ Sample ______
______ Hager ______ ______ Watson ______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

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[illegible]
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Other

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

RE ☐ RCE ☐ RE ☐ RME ☐

ROE ☐ ☐

RECEIVED 1974

REGION OFFICE

DATE October 16, 1974

TO E. Schwartz
Region Engineer

FROM F. Burnett
Resident Engineer

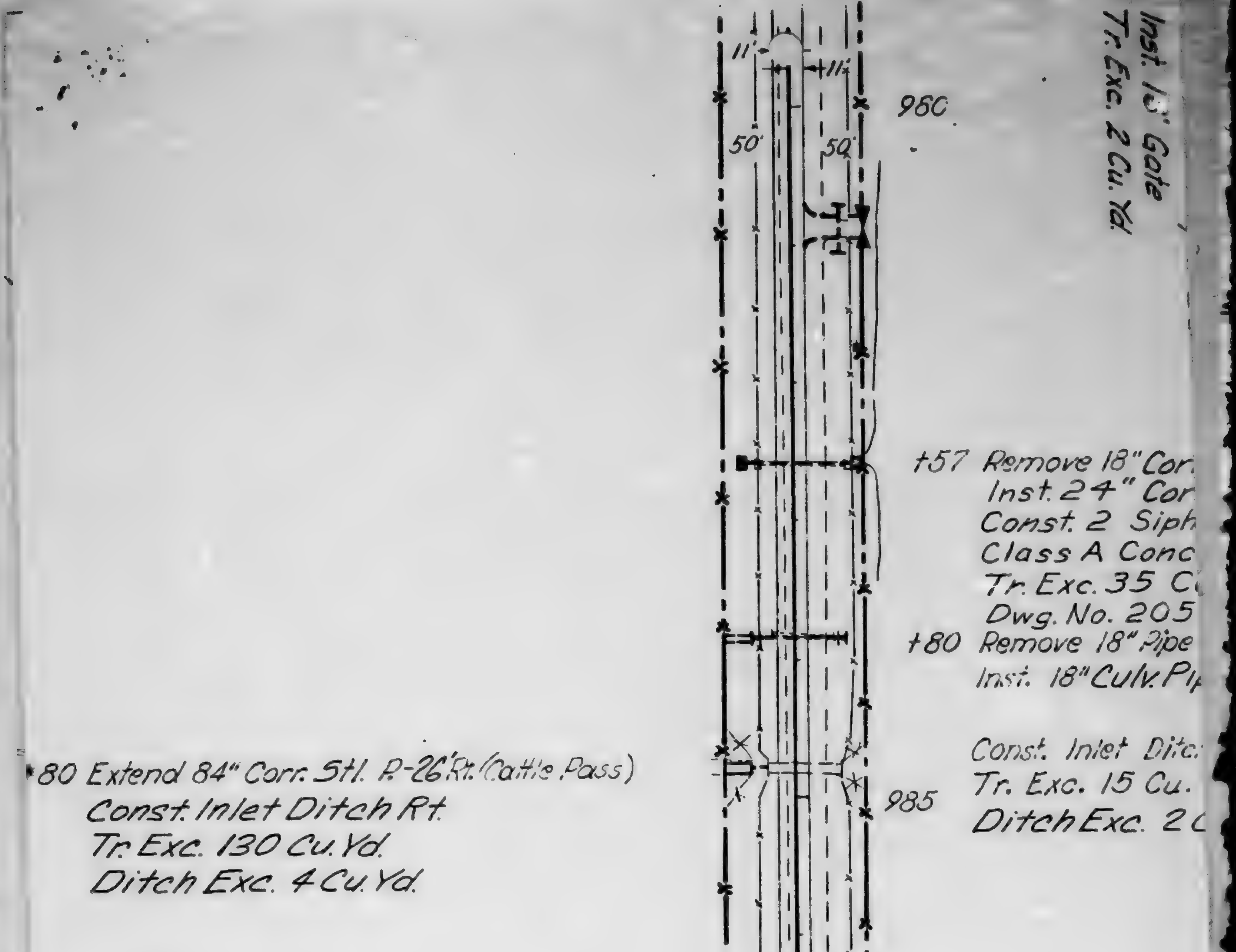
SUBJECT Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

In reply to attached correspondence on proposed extension of cattle pass at Sta. 984+50 on subject project wish to advise the following:

Attempt was made to contact District Representative of the D.E.Q., James Van Domelan, in Pendleton. His office was advised of the problem but he never returned my call or stopped in this office on field trip to this area.

I don't feel there is any problem with this installation as the ground between outlet of the 84" culvert is relatively flat with no definite channel or ditch draining into the Powder River. Due to the flat terrain and the small amount of water that reaches this culvert the contamination from animal waste would be negligible.

Dale: I have reviewed stock pass regulations outlined in OSHD memo 73-2 (Oct. 3, '73) & also applicable D.E.Q. regulations. The project has been explained in telephone conversations with William D. Lesher of DEQ's Water Quality Division & James Van Domelan, D.E.Q. Regional representative (Oct. 28, 74). DEQ is in general agreement that we are only extending an existing structure & no administrative action is necessary. I have sent the accompanying letter to James Van Domelan as a statement of our understanding →



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R/W Line
S. 67° 40' 30" E.

Inst. 15" Gate
Tr. Exc. 2 Cu. Yd.

+57 Remove 18" Cor
Inst. 24" Cor
Const. 2 Siph
Class A Conc
Tr. Exc. 35 C
Dwg. No. 205

+80 Remove 18" Pipe
Inst. 18" Culv. Pi

Const. Inlet Ditc
Tr. Exc. 15 Cu.
Ditch Exc. 2 C

+80 Extend 84" Corr. Stl. P.-26'Rt. (Cattle Pass)
Const. Inlet Ditch Rt.
Tr. Exc. 130 Cu. Yd.
Ditch Exc. 4 Cu. Yd.

Const.
Inst. 2C

+70
Const. App.
Inst. 12" Culv. P
Inst. 16' Gate
Tr. Exc. 2 Cu.

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

October 28, 1974

James Van Domelan
Regional Representative
Department of Environmental Quality
Pendleton, Oregon 97801

Dear Mr. Van Domelan:

The following remarks relate to the proposed highway improvement project I mentioned in our October 28th telephone conversation. If you feel that a visit to the project area is warranted, I would be glad to arrange a tour with the resident engineer.

The proposed project is located in Baker County, approximately 14 miles northeast of Baker on State Route 86 (Baker-Copperfield Highway). The western terminus of the project is 0.6 miles west of the Middle Bridge Road. Total length of the project is 4.1 miles.

A stock pass presently exists at Station 984+50 (sketch). The Highway Division plans to widen the pavement at that location and extend the existing stock pass an additional 26 feet. The existing drainage would not be altered. I have reviewed D.E.Q. regulations and Highway Division policy relative to stock passes and have concluded that the proposed project would have no adverse effect on local water quality. I have informed our Regional engineer of your opinion and also that of Mr. Lesher in D.E.Q.'s Portland office. The Highway Division is accordingly proceeding with the road improvement plan.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By

J. B. Kennedy
Regional Environmentalist

JBK:je

8331

12

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 30, 1974

FILE: CON 5

FROM: Dale D. Allen Dale D. Allen
Regional Construction Engineer

TO: Frank E. Terpin
Final Design Engineer

SALEM

SUBJECT: **Middle Bridge-Love Bridge**
Cattle Pass-Drainage
Structure

This is in reply to your September 17 letter concerning the extension of a cattle pass at Station 984+50. The matter of using the cattle pass for a drainage structure has been checked with D.E.Q. and they advise that because this is an extension of an existing facility with a very minimum amount of water, we can proceed with the extension.

REFERRED TO
W.E.C. [✓ Cole] ____ Reed
____ Eriksen ____ Sample
____ Hager ____ Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 ✓
2

DDA:je
Attachments

cc: P. F. Burnett

2331

Salem, Oregon
November 26, 1974

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Middle Bridge-Love Bridge Sec.
Baker-Copperfield Hwy.
Baker County

W. E. Schwartz
Region 5 Engineer

Enclosed are plans, details and cross-sections of a proposed access at Station 948+50 on the subject project. Also involved is a revision to an irrigation ditch and other irrigation facilities.

Will you please review the proposal and recommend if it is adequate?

An access has been granted the property owner at Station 954+00(Rt) and an easement (shown on the plan) acquired. It will be necessary to renegotiate with the owner for other property on the project. Therefore the revision necessary for the proposed plan should not create any unusual problem.

FET:jh
cc: W. E. Cole

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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ROAD DESIGN SECTION

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2331 12

Salem, Oregon
December 6, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer

48411 - Byrne
Middle Bridge-Love Bridge Sec.
Baker-Copperfield Highway
Baker County

Attached is a description, an authorization and right of way prints covering additional right of way for a revised road connection on the subject section.

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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BY:

Floyd O. Scott
Right of Way Descriptions Engineer

ws
Attachments

8331 12

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

☐ RE ☐ RCE ☐ RBE ☐ RME

☒ ROE a DEC 10 1974 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

DATE December 9, 1974

TO Dale Allen
Region Construction Engineer

FROM P. F. Burnett
P. F. Burnett
Resident Engineer

SUBJECT Middle Br. - Love Br. Section
Baker - Copperfield Highway
Baker, County

In reply to recent correspondence regarding proposed access at Station 948+50 and revision to irrigation facilities on subject project, wish to advise the following:

Design as shown on plan sheet is satisfactory except for access to area South of irrigation ditch between station 951 and station 955. At the present time there is a wooden structure across irrigation ditch at station 953+85 which is used for access to this area.

This approach appears to get some use as it is the only access to quite a large area. It looks like a crossing over irrigation should be provided. Agree - D Allen

Plan sheet along with other data sent to this office attached hereto.

See attached memo from R/W Supervisor.

PFB/tlh

Enclosures

cc: file

Plans Retained in Design Room

Forward to Terpin,
D Allen

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

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BY FINAL DESIGN ENGINEER
Letter Data

8331

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

☐ RE ☑ RCE ☐ RBE ☐ RME

☑ RQE

☒ RDE

1974

RECEIVED
REGIONAL OFFICE

DATE December 10, 1974

TO W. E. Schwartz
Region Engineer

P. F. Burnett

FROM P. F. Burnett
Resident Engineer

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/ Terpin T
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SUBJECT Middle Bridge Rd. - Love Bridge Section
Proposed Quarry

Enclosed please find the following data for subject quarry:

2	Sheets sketch of quarry
2	Sheets Application for Surface Mining Permit
1	Drawing Typical Section of Mining Plan
1	Aerial photo of area
1	Reclamation Plan

Crusher could be set up either in draw or on top adjacent to proposed quarry excavation. Any material deposited in draw either from quarry excavation or construction of haul road to be removed after completion of crushing operation to prevent any interference with drainage. Haul road to be obliterated and area reseeded with same mix as specified in quarry.

Application for surface mining permit not affected by Baker County Planning Commission regulations. Form signed by Wm. Quigley, Director of Baker County Planning Commission.

There appears to be enough area adjacent to road (as shown on quarry sketch) for stockpiling aggregate and paving plant.

PFB/tlh

cc: file

Not a mandatory source. (Recom.)

P Allen

cc Org copies
to Terpin

P Allen

REFERRED TO

Beard
[✓ Cole]
Eriksen
Hager
Reed
Sample
Watson
Wolfe

[✓ Return] Discuss Do [✓ File] Copy Due
BY FINAL DESIGN ENGINEER

Letter Data

8331

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Salem, Oregon
December 16, 1974

W. E. Cole
Design Team Supervisor

Dale Allen
Region V Construction Engineer

Middle Bridge-Love Bridge Sec.
Baker-Copperfield Highway
Baker County

Enclosed please find three sets of preliminary plans on the subject project. Please review and submit information for the following questions:

1. Field measure of the required height of the proposed diversion boxes. Sta. 907+45, Sta. 918+40, Sta. 953+20, and Sta. 1037+80.

2. The existing 24 inch siphon pipe at Sta. 937+30 is to be extended. The original hardcopy (1961) indicates that this pipe is concrete. The 1966 contract plans indicate that this same pipe is C.M.P. Please confirm one of the above.

3. The existing 18 inch siphon pipe and boxes as Station 982+57 probably can be eliminated. In plotting a recent cross-section and the proposed higher grade it would appear that this installation can be replaced with an 18 inch culvert pipe. Please confirm.

4. The existing 84 inch C.M.P. (Stock Pass) at Sta. 983+80. We propose to remove the end slopes, extend both left and right and reinstall the end slopes. Please furnish this office with end section lengths and other information that would be required to validate this proposal.

5. Sta. 1037+65 to Sta. 1049+00. The 1961 hardcopy indicates that the irrigation ditch crossing the roadway at Sta. 1037+65 is the main ditch with a diversion into another ditch paralleling the roadway from Sta. 1037+65 ahead. This diversion ditch is to be replaced. The apparent main ditch flows through a 24 inch culvert at the roadway crossing. Therefore, a four inch bottom diversion ditch as shown on the plans would seem too wide. Please advise as to the correct width to use on this diversion ditch that we propose to replace.

6. Sta. 1006+30 to Sta. 1019+00. Please review the need for and the limits of the "V" bottom ditch on the right.

1 Versteeg ✓
A. Olson
2 Terpin T
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Swenson
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WEC:we
Enclosures
cc: Victor D. Wolfe

1.8331

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

Versteeg
A. Olson
Jergin
Scott
Swenson
R. Olson
Trout

RECEIVED
1975
ROAD
DESIGN
SECTION

DATE December 24, 1974

TO Dale Allen
Region Construction Engineer

FROM P. F. Burnett
P. F. Burnett
Resident Engineer

SUBJECT / Middle Bridge - Love ~~Bridge~~ Section
Baker - Copperfield Highway
Baker County

In reply to question from Salem Design Section in letter signed by W. E. Cole, Design Team Supervisor, wish to advise the following:

Item 1: Required height of diversion boxes: Sta. 907+45 - 4 feet, Sta. 918+40 - 3 feet, Sta. 953+20 - 2 feet, Sta. 1037+80 - 3 feet.

Item 2: Existing culvert at Sta 937+30 is concrete.

Item 3: In checking fall in existing ditch I find that the 18" culvert will be satisfactory without siphon. There is adequate cover across the proposed highway for this installation.

Item 4: 84" CMP (Stockpass) Sta 963+80. Existing end slope is on a $1\frac{1}{2}$: 1 slope. There is 17' of pipe including slope on both ends to connecting bands. This culvert has annular corrigations.

Item 5: Ditch from Sta. 1037+65 to Sta. 1049+00 can be a 2 foot bottom ditch rather than the 4 foot bottom as shown on plans.

Item 6: This "V" bottom ditch on the right is needed to intercept irrigation waste water. The limits shown are all right - Sta 1006+30 to Sta. 1019+00

PFB:jc

cc: Harlan Gerlach, Region Utility Engineer

Forward to Design (Bill Cole)
Re your Dec 10th letter.
D Allen

REFERRED TO
Beard Reed
W.E.C. [✓ Cole] Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8331

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 3, 1975

FROM: Dale D. Allen
Regional Construction Engineer

TO:

Frank Terpin
Final Design Engineer

SUBJECT: Preliminary Plans
Middle Bridge-Love Bridge
Baker-Copperfield Hwy.
Baker County

On the above project, two siphon installations at Station 950+50 and Station 1012 appear to have 10 feet± of head. With this head, we do not want to use annular or helical corrugated metal pipe because of our poor experience in trying to obtain watertight installations. Recommend smooth steel pipe with welded joints if head exceed 10 feet.

The Resident Engineer, P. F. Burnett, is still reviewing plans and his comments will follow.

cc Burnett

REFERRED TO
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BY FINAL DESIGN ENGINEER

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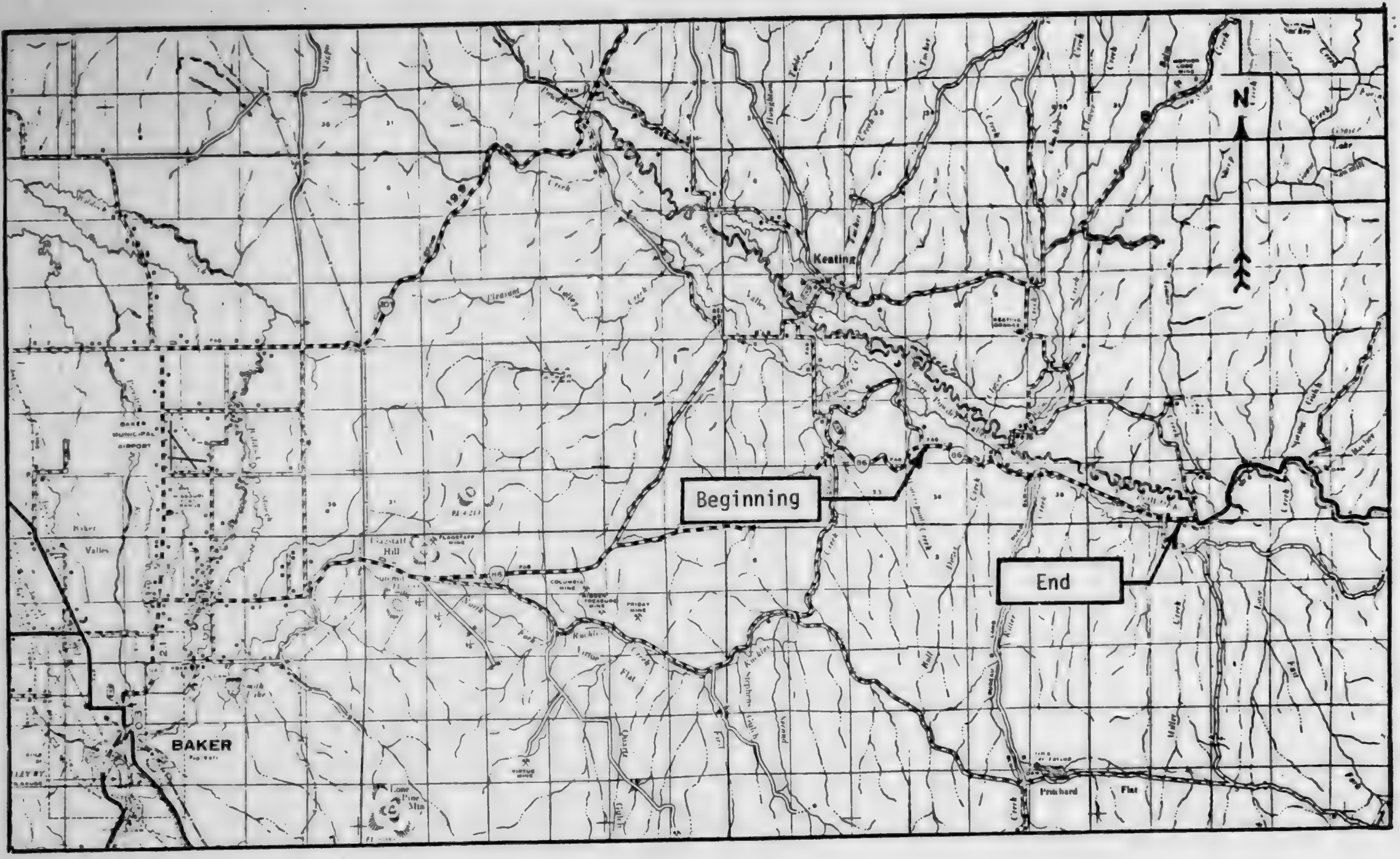
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Baker Municipal Airport
Flagstaff Hill
Columbia Mine
Friday Mine
Lone Pine Mtn
Pritchard
Flat
Creek
86

SKETCH MAP

Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County
Prefix 1-1302

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

None.

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

None.

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

None.

REGION -
(Environmentalist, Resident Engineer)

None.

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Preliminary EIS
- ☐ Other ____________________

In accordance with Chapter 1 of Title 23 CFR, Part 771.9, this project is deemed a "non-major" action and would not require further environmental documentation.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans
      Consistent

   b. Noise Standards
      Consistent

   c. Water Quality Standards
      Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

No further effort from the research staff is required. A cursory review of the project area was conducted in June, 1974.

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: The proposed realignment out of the valley floor to the hillside (and Federal property) will allow a portion of the existing roadway to be returned to agricultural purposes. Although the economic benefits appear minimal, agricultural acreage is increased. Initially, some range land will be converted to highway use. Secondary land use changes affected by this project would be minimal.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: As mentioned previously, the land in question is mule deer winter range. Average deer counts per mile in the Keating and Lookout Mountain game management units are among the highest in the state. Winter range conditions and weather have resulted in severe winter kill in this area. One-hundred and eleven carcasses were found in a five square mile area of the Powder River drainage in the winter of 1971-72. The

XXXXXXXXXXXXX

commitment of land to hard surface roadway and the subsequent clearing, grubbing, and grading of other lands in the right-of-way may result in loss of winter range. The effect may be minimized by habitat improvement efforts on unaltered summer and winter range.

5. Expected Adverse Effects on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: Since a Golden eagle nest site and a blue heron rookery are reported in the general vicinity, a search for nest sites near the alignment should be made. Likewise, sharp-tailed grouse (an "endangered species") are reported in the vicinity of Lookout Mountain area and their presence in the construction area should be investigated.

7. Potential for Controversial Issues:

None identified.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The Lower Powder River valley is used for irrigated agriculture, and several beef cattle ranches are in the vicinity. Cattle-grazing occurs on adjacent open range land. Land ownership in the valley is private; the land on the hillsides and hilltops is primarily U. S. Government, administered by the Bureau of Land Management. The Old Oregon Trail passed through this area several miles to the west, and its ruts can still be observed. The human population is sparse, and no towns are in the project area.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Adoption of the revised alignment at the westerly end would required purchase and exchange of small parcels of private property from two owners. Also, the relocation crosses approximately ½-mile of Federal property administered by the Bureau of Land Management. The Highway Division received an easement deed dated December 10, 1974, from BLM that we could utilize 13.3 acres (two parcels) of their land for highway use. Right-of-way requires the removal of one barn. No residences are affected. The affected land use is primarily non-irrigated range land.

2. Estimated Changes in Traffic Patterns: No major changes in traffic patterns are anticipated. The purpose of the project is to improve safety and ease mobility by straightening curves and increasing visibility. The social impact will be safer, more convenient travel for the local users and visitors to the area.

Consequences:

grouse is in the vicinity of the Lookout Mountain area. Sharp-tailed grouse are considered "endangered species" in Oregon and are dependent upon habitat which is easily made unsuitable for their use. Other small mammals, reptiles, and amphibians inhabit the area.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☒ XX Survey Authorization

☐ Reconnaissance NA

☒ XX Field Location

☒ XX Office Location

☒ XX Field Prel. Design

☒ XX Office Prel. Design

☒ XX Final Design

☐ Contract Plans Contract letting scheduled for June, 1975.

FHWA

Status — Date

☐ Systems Planning NA

☐ Prel. Engineering NA

☐ Corridor Approval

☐ Design Approval

☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The project area is in the broad basin between the Blue Mountains, the Wallowa Mountains and Hells Canyon of the Snake River and lies in the Lower Powder River Valley of the Powder River, which is apprixmately one-half mile to the north of the road alignment. The vegetative community is classified as steppe or shrub-steppe, with an appreciable cover of perennial grasses and sagebrushes. Deciduous trees border the small creeks and the Powder River. The average temperature for the area is 47°F, with a range of 100° to -30°F. The weather is characterized by hot, dry summers and cold winters. The annual average precipitation is approximately eleven inches.

Mule deer populate the area and are dependent upon the vegetation for winter range. The Powder River valley from Baker to the Snake River is also a waterfowl wintering area. The irrigated bottomlands are important to pheasants and to a lesser extent Hungarian partridge. A Golden eagle nest site and a blue heron rookery are reported in the general vicinity of the alignment. A population of sharp-tailed

cont., p. 4a

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The horizontal realignment originally drawn in the early 1960's severed farmland in the valley and required extensive and expensive adjustment to existing irrigation facilities in the area. Recent evaluation of the original location has indicated that the severance of farmlands would be excessive. Therefore, a new alignment was drawn and studied which reduces the effects on farming. At the westerly end the proposed alignment places the highway on the hillside out of the river välley that is used for farming. This alignment would be through rangeland except for a barn and a small parcel of irrigated land.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Since approximately 1965, local officials and civic groups (e.g., Baker Chamber of Commerce, a State Representative, newspaper editor) have requested improvements on this section of the Baker-Copperfield Highway.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Combined Corridor-Design **Tentative Date(s)** Not scheduled

A-95 Review: ☐ Not Required ☒ Required

Date Submitted Not submitted yet **Date Received**

Expected Coordination with Local, State and Federal Agencies Baker County, District 13 COG, Bureau of Land Management, etc.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None identified at this time.

Description of Project (con

Right-of-Way (acreage and type of land use) Small amounts of agriculture and rangeland would be required from two private property owners and the Bureau of Land Management.

Presently under consideration are:

Typical Section Two twelve (12)-foot travel lanes with four-foot shoulders and 4 to 1 rock slopes. The surface depth would be 18 inches.

Bikeway A bikeway is not planned in conjunction with the project.

Structures The project involves construction of two culverts for irrigation ditch crossings and one reinforced concrete box culvert (about 6' by 8') for stock passage and drainage.

Additional Facilities One county road connection in required.

Access Control Access to the roadway would be unchanged, except for two ranch residences near the relocated highway. Segments of the existing highway would provide access to the new highway.

Materials The excavation amounts to 293,000 cubic yards including allowance. Crushed rock required is 115,000 tons; A.C. mixture is estimated to be 17,000 tons.

Borrow and Waste Disposal A material source has not been determined at this time. No waste disposal area would be required as excavation amounts would nearly balance fill amounts.

Special Construction Methods The timing of this improvement project must be compatible with seasonal irrigation schedules so as to not disrupt productivity of farmlands.

Characteristics (ADT) The 1973 ADT was 500. ADT projection to 1993 is 800. Approximately 17% of the traffic on this highway is trucks and other heavy vehicles.

Other General Information (or Supplemental information to items) The project affects no State parks, wildlife refuges, game management areas, publically owned recreation facilities or historic entities listed in or eligible for the National Register of Historic Places.

Project Sketch Map is Attached: ☒ Yes ☐ No acquired. However, due to more pressing needs and the non-availability of funding, the project was not placed on the construction schedule.

Local citizenry urged completion of this segment, which would complete planned upgrading of a substantial section of the Baker-Copperfield Highway. Members of the Baker Chamber of Commerce appeared before the Commission in 1965 and 1967. The project is presently high on the priorities established by District 13 Council of Governments. The project is now scheduled for contract letting in June, 1975. Financing for the project was proposed through State bonding revenue. However, the project is now being considered for Federal Aid Primary Rural funds.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 17, 1974

A. PROJECT IDENTIFICATION

Name of Project Middle Bridge Road-Love Bridge* (Section) RS-11 (-)

Location of Project - Baker-Copperfield (Highway Name) No. 12; State Route #86 (Highway No., US - ORE)

-- (City) Baker (County) V (Region)

Program FAPR and State Bond (74) (Funding) $1,900,000 (Estimated Cost) 1-1302 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to improve highway safety and facilitate user mobility by grading, paving and improving the horizontal and vertical alignment of this highway section.

Origin and History: The subject section is a remaining unit of a planned improvement on the Baker-Copperfield Highway, which was approved by the Oregon Highway Commission in 1961. Right-of-way for new alignment associated with the project was subsequently

cont. p. 1a

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 4.1+ miles (Grading and Paving Project)

Termini (M.P. 16.63 to 20.75) The project is approximately 14 miles east of Baker. The westerly terminus is 0.6 miles west of Middle Bridge Road; the easterly terminus is near Love Bridge over the Powder River.

Alignment (new or existing) The general route approximates the existing facility except for a revised alignment at the westerly end. The 1.5-mile new alignment would be south of the existing highway.

* This project section has also been called "Ruckles Creek-Love Bridge."

CATEGORY 3 PROJECT

NON MAJOR

8331

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project RS-11(-)
Middle Bridge Road-Love Bridge
Baker-Copperfield Highway
Baker County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

Based on the attached environmental assessment and our field review, we concur that the project constitutes a non-major action. We are returning one copy of the project assessment as requested.

for William A. Kappus
G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)
Kappus

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STATE HWY ENG.
JAN 17 '75
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act
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1-17-75
Rulien - Please handle.

RECEIVED
JAN 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-17-75
ORIGINAL TO
L. W. Rulien
w/att.

8331

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 24, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Assessment and Project Category
Middle Bridge Road-Love Bridge
Baker-Copperfield Highway
Baker County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 5 (W. E. Schwartz)
District 13 (G. A. Starkey)

APPROVED
ESH
E. S. Hunter
Date 1-26-75

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-27-75
ORIGINAL TO
L. W. Rulien
w/att.

P3.31

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 6, 1975

FROM: Wayne Reed Wayne Reed
Senior Designer

SUBJECT: Alternate Materials for Siphon Pipe
Middle Bridge-Love Bridge Section
Baker-Copperfield Highway

TO: MEMROANDUM TO THE FILES

In response to Mr. Dale Allen's memo of January 3 concerning two siphon installations on the subject project having 10 feet± head for which he recommends the allowable material be limited to "smooth steel pipe with welded joints", Frank E. Terpin, Final Design Engineer, has approved limiting allowable material to welded steel pipe using flanged, dresser or other approved mechanical couplings. Field welding of joints will not be permitted.

The pipe furnished shall be in conformance with ASTM specification A 53 for welded or seamless galvanized steel pipe, Grade A. The couplings, fittings and other appurtenances shall meet the requirements of ASTM specification A 181 for forged or rolled steel pipe flanges, forged fittings and valves and parts for general service. They shall be galvanized after fabrication in conformity with AASHTO Specification M 111 (ASTM 123).

It should be noted, however, that this limiting of alternate materials is an exception to the agency's general policy. As part of the general policy permitting optional use of acceptable alternate materials, corrugated metal pipe has been field proven and test demonstrated to be adequate for low head use when properly installed. For practical purposes an arbitrary maximum head of twenty feet has been set though higher ones have been successfully installed.

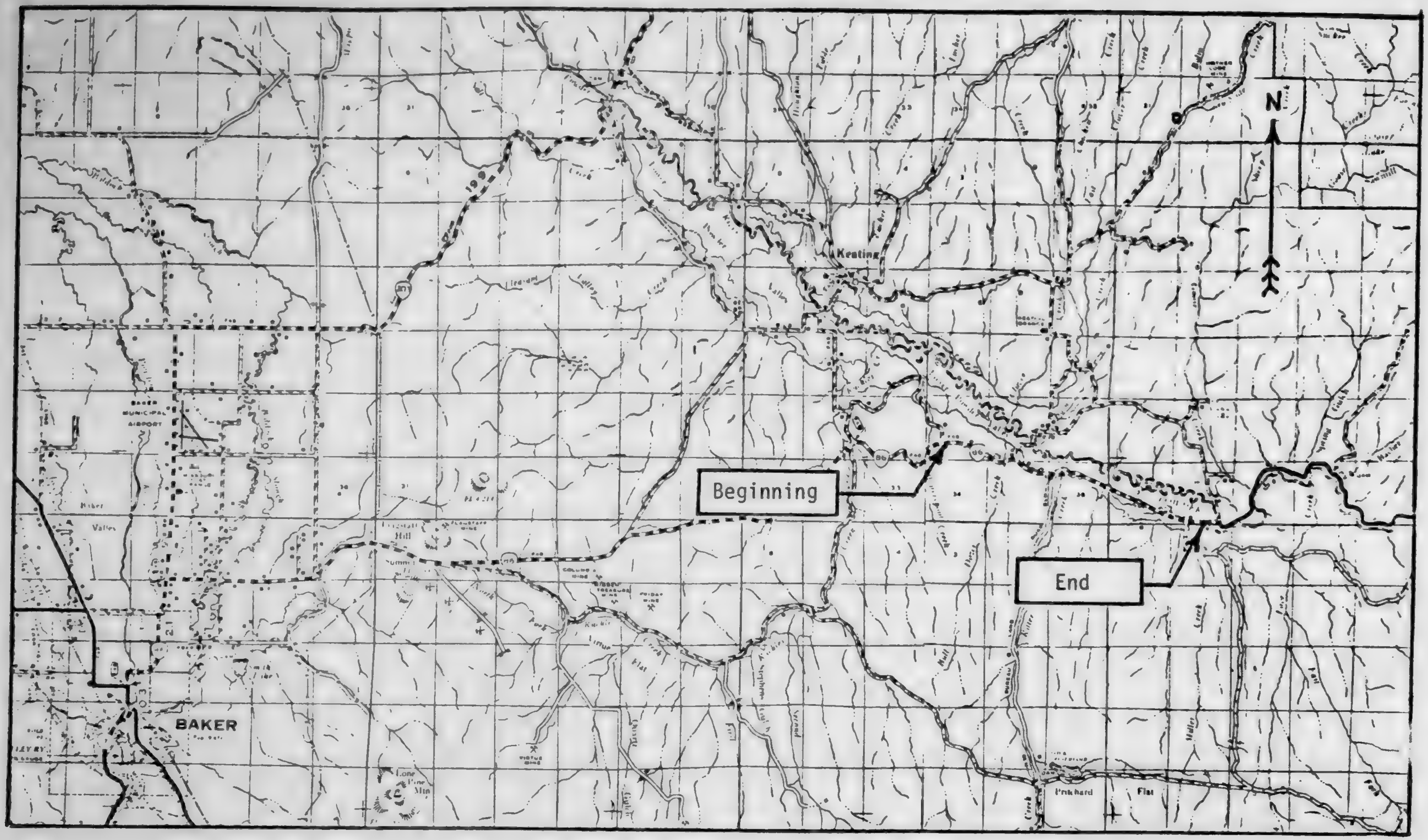
While recognizing the difficulty frequently experienced by field engineers in obtaining satisfactory results with inexperienced or inept workmen, limiting exception to alternate material use will be made on an item by item project basis with documented justification. Such justification is found in specific requests by irrigation districts, R/W agreements or similar second party obligations.

WWR:jh
cc: C. G. Swenson
Dale Allen

1 ✓
2 T

RECEIVED

ROAD
DESIGN
SECTION


Beginning
End
N
BAKER
Keating
Baker Municipal Airport
Lone Pine Mtn
Pritchard
Flat
Creek

SKETCH MAP

Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County
Prefix 1-1302

acquired. However, due to more pressing needs and the non-availability of funding, the project was not placed on the construction schedule.

Local citizenry urged completion of this segment, which would complete planned upgrading of a substantial section of the Baker-Copperfield Highway. Members of the Baker Chamber of Commerce appeared before the Commission in 1965 and 1967. The project is presently high on the priorities established by District 13 Council of Governments. The project is now scheduled for contract letting in June, 1975. Financing for the project was proposed through State bonding revenue. However, the project is now being considered for Federal Aid Primary Rural funds.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 17, 1974

A. PROJECT IDENTIFICATION

Name of Project Middle Bridge Road-Love Bridge* (Section) RS-11 (-)

Location of Project - Baker-Copperfield (Highway Name) No. 12; State Route #86 (Highway No., US - ORE)

-- (City) Baker (County) V (Region)

Program FAPR and State Bond (74) (Funding) $1,900,000 (Estimated Cost) 1-1302 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to improve highway safety and facilitate user mobility by grading, paving and improving the horizontal and vertical alignment of this highway section.

Origin and History: The subject section is a remaining unit of a planned improvement on the Baker-Copperfield Highway, which was approved by the Oregon Highway Commission in 1961. Right-of-way for new alignment associated with the project was subsequently

cont. p. 1a

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 4.1+ miles (Grading and Paving Project)

Termini (M.P. 16.63 to 20.75) The project is approximately 14 miles east of Baker. The westerly terminus is 0.6 miles west of Middle Bridge Road; the easterly terminus is near Love Bridge over the Powder River.

Alignment (new or existing) The general route approximates the existing facility except for a revised alignment at the westerly end. The 1.5-mile new alignment would be south of the existing highway.

* This project section has also been called "Ruckles Creek-Love Bridge."

CATEGORY 3 PROJECT
NON MAJOR

Form (2)9-74

8331 13

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXLL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 19, 1975

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain
Intergovernmental Council
John Beck, Interim Coordinator
Wallowa County Courthouse
Enterprise, OR 97828

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Primary Rural Funds
State Admin. Dist. No. 13
Middle Bridge Rd.-Love Bridge Section
Baker-Copperfield Highway
Baker County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 2, 1975.

Attachment

BLG:wm

cc: G. L. Green, FHWA
F. B. Klaboe✓
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz
Aeronautics Div.

RECEIVED
STATE HWY ENGR
FEB 20'75
REFER TO
FOR
Info Inves R/D D/R Sign

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 13, 1975

TO Victor Wolfe
Gary Potter
Ed Hardt

FROM JB Boyd
J. B. Boyd
Right of Way Engineer

1 Versteeg ✓
2 A. Olson
3 Terpin T
Scott
4 Swenson
R. Olson
Trout

RECEIVED
FEB 13 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Interdisciplinary Team No. 1 Meeting
Warren Section
Lower Columbia River Highway

The following is a short resume of the items discussed during our Interdisciplinary Team No. 1 Meeting which convened at 8:30 a.m. on February 12.

1. Downscoping. The item discussed, the fourteen foot median vs. the 16 foot median both with 8 foot shoulders. After considerable discussion, it was the consensus of those present that we should retain the 16 foot median because of the 55 mile an hour speeds and the culture adjacent to this highway.

2. Fisher Park (undeveloped). It appears that two alternatives should be studied in regard to Fisher Park. The county does not believe that this property is a feasible park location. It is difficult to develop because of the low flood plain topography and appears that the two alternatives would be: (1) maintain the present alignment of the frontage road that would utilize the southerly 60 feet of the property and (2) relocate the present design to a position southerly of the northerly property line and traverse property owned by James Fisher.

3. Frontage Road Removal. The present downscoping includes the removal of the original frontage road concepts and a complete change in the right of way needs. It was the consensus of those present, that this was a proper change in design as the frontal road system would in no way be characteristic of this lower Columbia River Highway. It would save considerable energy and materials and would also have a good effect in not requiring nearly as much right of way.

4. Trading properties with Columbia County. The property that Columbia County is interested in is at Claskanie which they lease from the Oregon State Highway Division. I will request our property management people to determine what the value and ramifications of this property are.

5. Right of Way. It appears that approximately four houses are deleted from the acquisition by eliminating the frontal system. Impacts are lessened on a number of other properties.

6. Timing for the relocation and liaison study update. It was indicated that a sketch of the changes would be available Tuesday for Ken Rolfe to proceed with the expeditious handling of these two reports. The timing on this was discussed and I am hopeful that with the material and work already done, that it will be possible to have these updated reports available to the Environmental Section by the week of March 3.

7. Alternative Treatment on County Road Intersections. There are approximately four roads which intersect the highway that in the interest of safety it would be proper to provide 55 mile an hour stopping site distance on these roads. It was the consensus of those present that should undertake a discussion with the property owners affected. Our right of way personnel in the company of the engineer on the project should arrange meetings at each one of the four locations with the property owners and give them a choice as to which method we would construct. Temporary slope easement would be requested in order to cure their particular front yard problems. It would have the advantage of giving them much smoother and a much safer street in front of their homes and add to the general appearance of their property. If they are not desirous of these improvements, we would downscope to a minimum intersecting treatment adjacent to the highway.

8. Impact on the School and their Septic System. It was a general consensus of those present that the new design lessens the impact considerably on the school and should be appreciated by those persons involved. The septic system does not appear to be affected greatly and the clearance between the right of way line and the corner of the school has been increased 30 to 40 feet.

This meeting led to the solution of several important questions.

JBB:rk
cc: R. L. Schroeder
Ken Rolfe
Hal Versteeg
Bob Ewen

8331

12

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 19, 1975

TO Verne A. Allen
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 33997 - U.S.A. (BLM)
Middle Br. Road-Love Bridge Sec.
Baker-Copperfield Highway
Baker County

There is no legal reason that you cannot include the commitment for an owner to fence the right-of-way opposite the BLM property in an option on an adjacent file.

This decision will have to be made by the Regional Engineer whether he prefers this type of construction or to have the contractor fence. In other words, he will have to approve the final report of the option containing this commitment.

In addition to this, the decision we received from the Bureau of Land Management contains the following stipulation:

> Fences to be standard four-wire, steel post construction in conformance with B.L.M. standards. Fence lines will be constructed without clearing. Fence will be constructed on Right of Way boundary.

The State will have to comply with these stipulations in the construction of the fence, whether by contract or by agreement with the property owner.

This agreement may not exceed $5,000 and should be on a comparable basis with fencing costs in that area.

JRO:ha
cc J.H. Versteeg ✓
W.E. Schwartz
Adele Egan

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
FEB 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. ____
Bring Up __/__/__
Other ____

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

CAL GOVT. RELATIONS
MAR [illegible] 1975

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7502 2 630 Due Date: MAR 17 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway, we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office.

Thank you for the opportunity to comment on this project.

✓Agency Lands By:

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS D.I.
MAR 13 1975

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7502 2 630 Due Date: MAR 17 1975

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will have new road alignments and any unused right-of-way should be reclaimed and planted to cover for small game species.

The project will be further coordinated with the State Highway Division and our department through Division of State Lands permits.

Wildlif

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT RELATIONS DIV.
MAR 5 1975

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS- STATE REVIEW

Project #: 7502 2 630 Due Date: MAR 17 1975

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish By:

8331 β

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

MANAGEMENT SECTION
ACTION
DEV. ENGR.
AID
NEEDS
CONTROL
SCHEDULE
MAR 26 1975

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon State Highway Division

PROJECT TITLE: Middle Bridge Rd. - Love Bridge

DATE: March 25, 1975

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

3-27-75
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
G. A. Starkey
W. E. Schwartz
Aeronautics Div.

Ben *

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7502 2 630

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAR 27 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

SENT
BEN GIFFORD
3-19-7

PNRS 12

We appreciate your interest and cooperation in this matter.

Very truly yours,

George N. Hopkins
Project Development Engineer

By

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County-City Unit

MCH:scr

Enclosure

8331

75

bc E. S. Hunter
J. H. Versteeg
J. B. Boyd
D. E. Swan
W. E. Schwartz, w/att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 26, 1975

NOTED
E. S. HUNTER

Baker County Court
Courthouse
Baker, Oregon 97814

Gentlemen:

Presented herewith for your consideration are four copies of a proposed agreement concerning construction of the Middle Bridge Road-Love Bridge Section of the Baker-Copperfield Highway. This project is designed to improve both the horizontal and vertical alignment through the section.

Basically, the agreement provides for the State to perform all work on the project. The County is requested to concur in the road closure recommendations and to cooperate with State to effect the adjustment of any utility installations that may be in conflict with the plans. Upon completion of construction, a segment of the existing highway will be transferred to the County to provide a connection to Middle Bridge Road. Those portions of old highway which are not colored on the exhibit will be abandoned to the abutting properties.

Please examine the terms of the proposed agreement carefully and, if found to be acceptable, execute three copies. Have the County Clerk attest, affix the County Seal and forward the three signed copies to Mr. D. N. Harwell, County-City Engineer, 203 State Highway Building, Salem 97310. Following approval by the Oregon Transportation Commission, a fully-executed copy will be returned for the County's permanent records.

RECEIVED
MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8331 45

PROJECT Middle B[illegible]d. - Love Br.
DESIGNER Je[illegible]y Maness
HIGHWAY Baker - Copperfield
TODAY'S DATE 4-5-75
COUNTY Baker
COMPLETION DATE Completed
COST ESTIMATE 1,900,000
% COMPLETE 100%

Comments (Design Problems): No design problems, but the project is currently held up by a condemnation suit involving acquisition of R/W from a large property owner. This owner was involved in a 8 Year court battle on the [illegible] Survey which also went through condemnation proceedings and was finally settled in 1969.

Note: The current condemnation suit, besides R/W acquisition, involves several construction liabilities which there is not room here to elaborate on.

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, etc.):

COMMENTS:

Team Leader: April 4th I sent Red Gerlach a recent set of plans and copies of legal documents given To us by Armand Riveness from R/W section. ~~this~~

Final Design Engineer:

NOTED
F. E. TERPIN

NOTED
E. S. HUNTER

Road Design Engineer:

Return to Designer: ___

Team Leader: ___

RECEIVED
APR 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hwy 12 H44C
Baker Co

April 9, 1975
Baker, Oregon 97814

Oregon State Highway Division
203 State Highway Building
Salem, Oregon 97310

Attn: Mr. D.N. Harwell
County-City Engineer

RE: Middle Bridge Road-Love Bridge Section
Baker- Copperfield Highway, Baker County

Dear Mr. Harwell:

We have received from Mr. George N. Hopkins, Project Development Engineer, four copies of a proposed agreement concerning construction of the Middle Bridge Road- Love Bridge section of the Baker-Copperfield highway.

Upon reviewing the proposed discontinuance of the old highway and transferring a portion of it to Baker County, we the County Court feel that some repair should be made by the state to a culvert located in the proposed transfer section. This culvert is shown on Sheet #4 approximately 350 feet Easterly from the approach to the new highway. It is marked with #15 without a circle around it. I am sure that if you inspect this culvert you will notice that it is buckled in the center and at the Northerly side of the road where the water exits, the culvert has rocks protruding through it where it is damaged.

We feel that basically if this can be corrected, we can as a Baker County Court sign the proposed construction agreement.

Thank you for your kind consideration of this matter, and holding the construction agreement in abeyance until we have correspondence from you, I remain,

Sincerely,

Dennis L. Fuller
County Judge
Baker, Oregon 97814

RECEIVED
COUNTY & CITY SECTION
APR 10 1975

Don - you can advise Baker that "Pat Schwartz will repair culvert.
H.

I talked to "Pat" 4-11-75. He will have Sterkey do the repair.

4-15-75 DLF:tc
cc: Schwartz

Don - Called Judge Fuller 4/11 and promised that Region would repair and that you would send a letter to the County Court next

Next Court meets 4/16

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

☒ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE APR 17 1975 ☐ [illegible]
☐ RDE **RECEIVED** ☐
REGIONAL OFFICE

April 16, 1975

The Honorable Dennis L. Fuller
County Judge
Baker County
Courthouse
Baker, Oregon 97814

Dear Judge Fuller:

The correspondence and subsequent telephonic discussion relating to the Middle Bridge-Love Bridge Section of the Baker-Copperfield Highway has been reviewed and the matter referred to Region 5.

Mr. W. E. Schwartz or his designate will contact you regarding repairs to the existing facility prior to Baker County assuming jurisdiction of this facility.

Thank you for bringing this matter to our attention, and I trust the work and negotiations will be forthcoming soon.

Very truly yours,

D. N. Harwell
D. N. HARWELL
County-City Engineer

DNH:scr

cc: W. E. Schwartz, w/attachments ✓

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Region 5

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

April 17, 1975

RE: Middle Bridge-Love Bridge Section
Baker-Copperfield Highway

The Honorable Dennis L. Fuller
Baker County Judge
Courthouse
Baker, Oregon 97314

Dear Judge Fuller:

I am advised by our Project Management Section that you have pointed out a culvert problem on a portion of the above referenced highway which we have asked Baker County to take over.

I am having the culvert looked at and will have the recommended repairs or replacement taken care of as a part of the construction contract work.

Thank you for bringing this matter to our attention. You should be able to enter into the Construction Agreement with the Highway Division knowing that the culvert pipe problem will be taken care of.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:sh

cc George Hopkins
D. N. Harwell

bc R. C. Lang

BU

LOC 17

La Grande, Oregon
April 17, 1975

W. E. Schwartz
Regional Engineer

Mort Fillmore
Resident Engineer

Middle Bridge-Love Bridge Sect.
Baker-Copperfield Hwy.

☒ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE ☐
☐ RDE ☐
APR 17 1975
RECEIVED
REGIONAL OFFICE

Refer to sheet 4 of the construction plans for the subject project.

Baker County has advised the Highway Division that a culvert under the existing highway at approximately "CR" 15+20 must be repaired or replaced before they will assume jurisdiction of the old highway.

Please have this culvert looked at and advise me on the problem. If replacement is warranted, what size should it be, what length, and how much excavation will be required. If it should be replaced, I want it done on the contract and Design Section will need this information.

WES:sh

cc Hal Versteeg
George Hopkins
Don Harwell

#331 12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 22, 1975

FILE: LOC 17

FROM: H. M. Fillmore HMF
Resident Engineer

TO: W. E. Schwartz
Regional Engineer

SUBJECT: Middle Bridge-Love Bridge
Section
Baker-Copperfield Hwy

Reference is made to your letter of April 17th concerning the culvert under the existing highway at approximate Station 'CR' 15+20. I checked the culvert in question this morning accompanied by Dale Allen.

The culvert does need replacing. It is distorted throughout its length and has one large hole in it where a boulder has been pushed through it.

It is recommended that the pipe be replaced by a 36" culvert. The quantities required are as follows:

Approved DA

1. Remove 52 ft. of 36" by 56" arch pipe.
2. Install 60 ft. of 36" culvert pipe.
3. Trench Excavation: 35 cu. yds.

The existing conditions at this location are that there has been a 24" concrete pipe and gate constructed in the dike of the irrigation ditch above the highway pipe and draining into it. The 36" pipe will accommodate a larger pipe from the irrigation ditch if it is ever changed in the future. The longer pipe is recommened in order that 3:1 slopes over the pipe can be constructed. There is plenty of head room and no need for an arch pipe.

To F. Terpin w/attached Curves.

Please include in contract.

DAllen

☐ RE ☒ RCE ☐ RBE ☐ RME
☒ RDE ☐
☐ RDE ☐

APR 22 1975
RECEIVED
REGIONAL OFFICE

REFERRED TO
Beard — Reed
Cole — Semple
Erikson — Watson
Hager — Waite
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
APR 23 1975
ROAD DESIGN SECTION

2 Terpin T
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8331

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

La Grande, Oregon
May 8, 1975

FROM: H. M. Fillmore
Resident Engineer

SUBJECT: Embankment Foundation Excavation
Middle Bridge-Love Bridge Section
Baker Homestead Highway

TO: J. H. Versteeg
Road Design Engineer

Attention: Wilfred Cole

In response to your phone call I checked out the areas on subject section where embankment foundation excavation will probably be needed. I am enclosing a list of areas and quantities.

I suggest that a special provision be included similar to the following:

"Areas and quantities of the item 'Embankment Foundation Excavation' will be as directed by the Engineer. There shall be no guarantee of quantity of this item for the project."

How about sending me 2 sets reduced preliminary plans.

cc: W. E. Schwartz

NOTED
W. E. COLE

Versteeg
A. Olson
1 Terpin T
Scott
2 Swenson
R. Olson
Trout

RECEIVED
MAY - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file ☐
Return To
Bring Up
Other

8531

12

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 20, 1975

TO Victor D. Wolfe
Location Engineer

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County

The Middle Bridge Road-Love Bridge Project, which is the first priority for Baker County, is now estimated to cost $1.9 million. District 13's fair share of the first $25 million in bonds is only $1,033,000 not sufficient to fund this project. In addition Federal Aid funds are not available at this time.

The Baker-Copperfield Highway has an ADT of only 470 in the vicinity of this project. It would appear that the traffic volume does not justify the expenditure.

In view of these things, it seems appropriate to make a quick estimate of a severely downscoped project which would primarily follow the existing alignment. Please see if you can do this in the near future as the County Officials have signed the agreements for the project costing $1.9 million. I will not submit the agreements to the Commission for approval until such time as I have your recon study on improving the existing alignment.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
J. H. Versteeg ← THIS COPY FOR
W. E. Schwartz

1 Versteeg ✓ alle
2 A. Olson
copy Engin...
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LRW LAG 105 5-22-75 1.35 PM

FRANK TERPING

RE MIDDLE BRIDGE-LOVE BRIDGE SECTION

I AM ADVISED BY R/W SUPERVISOR VERN ALLEN THAT PROPERTY OWNERS WILL CONSTRUCT THEIR OWN FENCES AND GATES ACROSS BLM PROPERTY TO STATION 990. ONLY FENCE AND GATES ON CONTRACT SHOULD BE FROM STATION 990 AHEAD TO END OF PROJECT 1049.

H M FILLMORE
SH14.

Versteeg
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 22, 1975

FROM: Frank E. Terpin
Final Design Engineer F.E.T.

SUBJECT: Middle Br.-Love Br. Section
Baker-Copperfield Highway
Baker County

TO: W. E. Schwartz
Region V Engineer

The special siphon box (Sta. 950+50 Lt.), the concrete lined irrigation ditch (Sta. 950+50 to Sta. 952+80), the earth lined overflow ditch (Sta. 952+80 to Sta. 954+80), and the diversion box (Sta. 952+50) were all designed to carry the flow in a 24 inch C.M.P. siphon pipe.

Since you require that a welded steel pipe be used as the siphon pipe the capacity of the siphon is greatly increased. Therefore, the size of the irrigation ditches leading away from the special siphon box must be increased.

Please refer to the attached contract plan and detail sheets. These revisions will have to be made during construction since the plans and specifications are processed for contract on the June 26th letting.

1 [illegible] ✓
J. Olson
2 Terpin T
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WEC:we
Attachments
cc: C. T. Keasey
W. E. Cole

5/27 BA
cy Fillmore

Terpin – apparently the ditches, diversion box etc, are adequate for the flow. If the W. S. pipe increases the capacity as much as indicated, maybe a smaller pipe is appropriate. Please investigate & advise. WES

REFERRED TO
Beard — Reed
WEC [✓ Cole] — Semple
Erikson — Watson
Hager — Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

6. I do not understand the proposed location of the siphon. It appears to me that it should be located where the northerly diversion box is shown at Station 953+20 and a 3 way diversion box constructed on the left as shown. If this is done there is no need to construct the ditch shown as "Item 6" on the plans, Station 950+50 to 952+80.

cc: W. E. Scwartz
H. Gerlach

8331

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 9, 1975

FILE: Loc 8

FROM: H. M. Fillmore
Resident Engineer HMF.
TO: Frank E. Terpin
Final Disign Engineer

SUBJECT: Middle Bridge-Love Bridge Sect.
Baker-Homestead Highway
Baker County

In answer to Bob Whitby's phone call I have checked over the area of the siphon box, Station 950+50 and submit the following:

1. The 9 foot bottom ditch southerly of the highway intercepts all drainage from the south including a large drainage area which hits the highway at the existing 36" pipe, Station 954+80. I suspicion that the dike of the big ditch has washed out in the past and the 36" pipe placed under the highway after this happened.

2. Both existing pipes, Station 953+30 and 954+80 are being used to carry irrigation water under the highway. The first one is fed by a 12" concrete pipe from the big ditch through the dike. The second (36") is fed by a 12" smooth pipe from the ditch through the dike. They are presently irrigating heavily and neither 12" pipe is running more that half full.

3. There is no way for the drainage water to get to the highway in this area unless the big ditch overflows its banks.

4. An 18" smooth pipe is more than ample to carry the existing conditions however there is some new 36" concrete pipe laying on the ditch bank which indicates the irrigation people are intending to increase the flow across the highway.

5. A 24" smooth pipe would serve any future irrigation requirements and also serve as a relief for the ditch at times the ditch might overflow. I therefore recomend that a 24" smooth pipe be constructed.

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Eriksen ____ Watson ____
Hager ____ Wolfe ____
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BY FINAL DESIGN ENGINEER

8331 12

Salem, Oregon
July 8, 1975

Frank E. Terpin F.E.T.
Final Design Engineer

W. E. Schwartz
Region V Engineer

Middle Bridge Road-Love Bridge Section
Baker-Homestead Highway
Baker County

Enclosed is a print of a map and the coordinates for an alignment revision to the subject project.

The alignment was projected by the Location Section in order to reduce the cost of the project.

Will you please have the line staked and cross-sections taken. We have no field data from which to design this area.

FET:we
Enclosure
cc: Victor D. Wolfe
C. T. Keasey
W. E. Cole

✓ Versteeg ✓	RECEIVED	Requires Reply ☐
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R. Olson	ROAD DESIGN SECTION	Bring Up___/___/___
Trout ✓		Other______

8331

12

Salem, Oregon
July 11, 1975

Frank E. Terpin
Final Design Engineer

F.E.T.

W. E. Schwartz
Region V Engineer

Middle Bridge-Love Bridge Section
Baker-Copperfield Highway
Baker County

On July 8 we transmitted to you a request to have some revised alignment staked on the subject project.

Upon reviewing the alignment it has been decided to eliminate the equation by backing the stationing out to the beginning of the project.

Enclosed are copies of the coordinate sheets giving the new stationing. Please use these when staking the line.

FET:we
Enclosures
cc: Victor D. Wolfe
W. E. Cole

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ENVIRONMENTAL REVIEW

All Clear 8-8-75
DAT

Section Middle Br. Rd.-~~Love~~ Ritter Br.
Highway Baker-Copperfield
County Baker
Type of Work G & P
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A Bond Money

NEGATIVE DECLARATION: N/A

FISH COMMISSION: N/A

WILDLIFE COMMISSION: N/A

Division of State Lands: Yes permit for Ritter Creek rec'd - special conditions will be in the job special provisions.

~~DIVISION OF STATE LANDS: N/A Stream crossings are irrigation ditches that are exempt from permit requirements~~

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes, prospective source, Applic has been reviewed by DOGAMI, they suggested minor revisions in the reclamation plan which will cause

~~OTHER:~~ no problems.

83-1

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 19, 1975

F.E.T.

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Middle Bridge-Love Bridge Sec.
Baker-Copperfield Highway
Baker County

TO: MEMO TO THE FILES

A meeting was held on September 17, 1975 in Mr. Victor D. Wolfe's office, attended by J. H. Versteeg, Road Design Engineer; George C. Wills, Location Field Engineer; W. H. Tebeau, Assistant Location Engineer and Frank Terpin, Final Design Engineer at which the following decision was made after consulting by telephone with W. E. Schwartz, Region V Engineer for his concurrence.

The project will begin at approximately Sta. 822+00, the end of a previously improved section, follow new alignment lying southerly of the existing to approximately Sta. 855+00 at which point a 6° curve left will be introduced to make a connection with the existing roadway. The project will then continue easterly along the existing roadway, with some minor revisions to alignment as far as the available funds ($600,000) permit. The end of the project is anticipated to be approximately Sta. 950+00.

FET:we
cc: E. S. Hunter
Victor D. Wolfe
L. W. Rulien
Gary A. Potter
L. E. George
John Oakes
W. E. Schwartz
W. E. Cole

1 Versteeg ✓
A. Olson
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2 Scott
3 Swenson
R. Olson
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FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 7, 1975

FILE:

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Middle Bridge Road-Love Bridge Section
Baker-Copperfield Highway
Baker County

TO: Dale Allen
Region 5 Construction Engineer

NOTED
E. S. HUNTER

The subject project was studied at the recent Value Engineering Seminar sponsored by the FHWA.

The recommendation made as a result of the study was to replace 8 inches of the aggregate base with 10 inches of pit run subbase. The pit run material to be acquired from a gravel bar near the project on Middle Bridge Road. If the recommendation is implemented an estimated savings of $44,000 should result.

Furhter review of the proposal has revealed that the proposed pit run material is not suitable for use because of an excess of fine material and high PI and LL.

An alternate suggestion of using a grid rolled subbase from the prospective quarry was also rejected when it was learned that the material would be too blocky for incorporation in the surfacing thickness.

Another alternate of using a crusher run material of 3"-0 size is being reviewed and seems to be acceptable.

The proposed surfacing thickness would be 1-1/2 inches A.C. future, 3-1/2 inches AC immediate, 2 inches of 3/4"-0 leveling course and 12-1/2 inches of 3"-0 crusher run base.

Cost Analyst Cliff Layton supplied a price of $4.60/cu. yd. for the crusher run material. Using this estimated cost it is approximately $11,100 more expensive to use the crusher run material than the 1"-0 aggregate base currently on the plans.

Therefore, the proposal will be dropped and the plans remain unchanged.

FET:we
cc: E. S. Hunter
C. J. Gregg
C. E. Layton
C. G. Swenson
W. E. Cole

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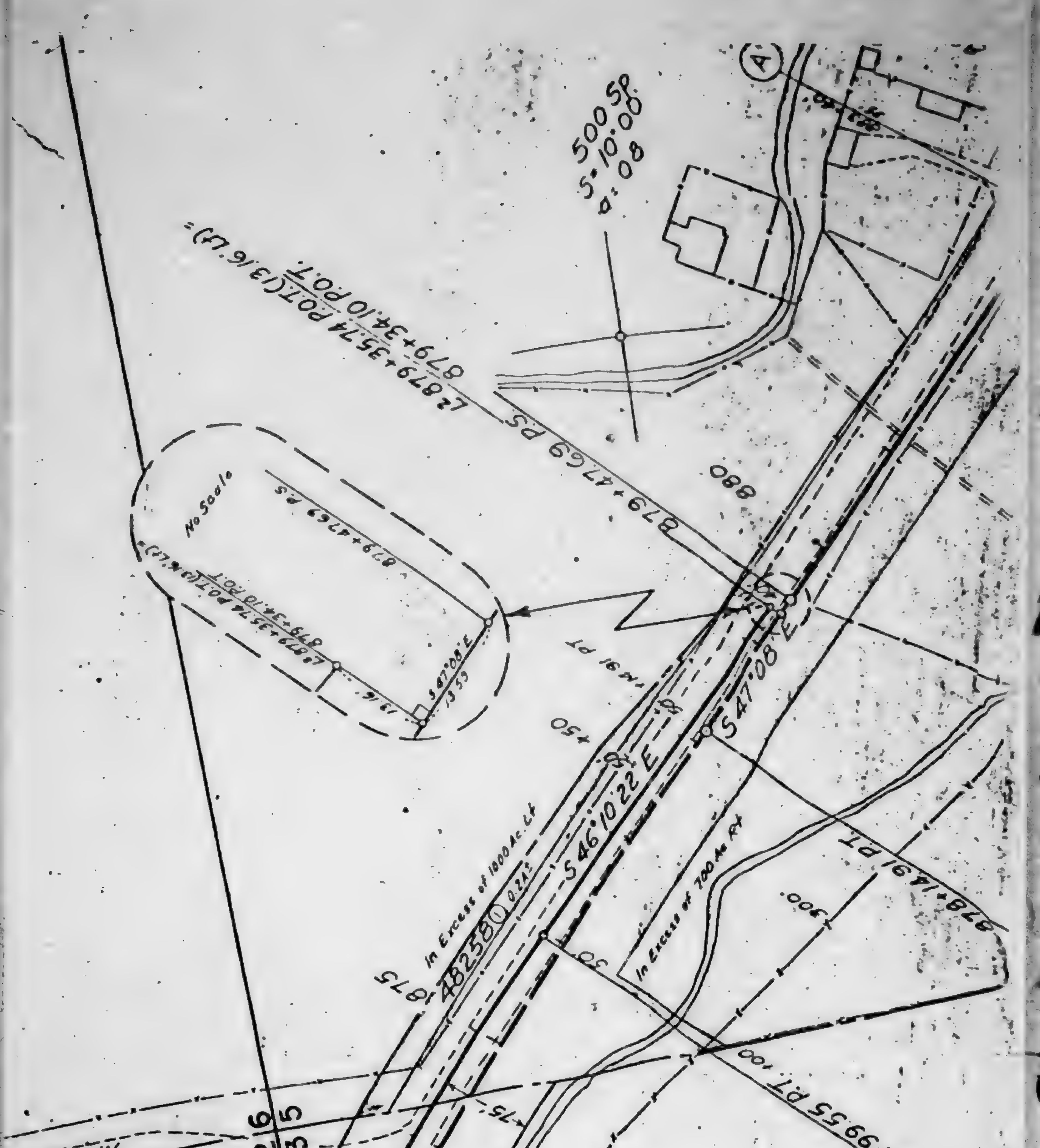
STATE HWY ENGR
NOV 7 '75
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act	File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500 Sp.
S=10°00'
Δ=08
L≐ 879+35.74 P.O.T. (13.16' Lt.)
879+34.10 P.O.T.
879+47.69 P.S.
880
No Scale
879+47.69 P.S.
L≐ 879+35.74 P.O.T. (13.16' Lt.)
879+34.10 P.O.T.
S 87°08' E
13.59
13.16
+50
S 46°10'22" E
S 47°08' E
In Excess of 1000 Ac. Lt.
48258 ① 0.21±
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In Excess of 700 Ac. Rt.
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900'
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L≐ 875+99.55 P.T. 100'
75'
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MIDDLE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
November 6, 1975

FROM: Ralph V. Carter
Regional Appraiser

SUBJECT: File No. 48258 - PHILLIPS
Middle Bridge-Love Bridge Sec
Baker-Homestead Highway
Baker County

TO: John Oakes
Assistant R/W Engineer

SALEM

This file is a long sliver of land which I assume will be used to widen the highway. There is a small irrigation ditch about 4 feet inside the fence line on the Grantors property. This runs the entire length of the parcel.

Considering the width of the parcel if this is to be used for highway, an additional easement would be necessary to accomodate the ditch. This ditch is the type that is put in with a small ditcher drawn behind a farm tractor. A 12 to 15 foot easement would probably be ample.

I have not checked the use of the ditch with the owner, but it appears to irrigate the adjoining field.

I have not checked the use of this file with Design or the Locating Engineer.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp
attachment

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE November 7, 1975

TO J. H. Versteeg
Road Design Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File 48258 - Phillips
Middle Bridge Road - Love Bridge Section
Baker - Copperfield Highway
Baker County

I am attaching a copy of a letter and sketch that I received from Mr. Ralph Carter in regard to this file.

Please ask your designer to check this and determine if an easement is necessary.

Vern Allen indicated that property owner will const. his [illegible]
11/14/75 W.E.C.

REFERRED TO
Board ____ Reed ____
[✓ Cole] W.E.C. ____ Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
Return [✓ Discuss] Do File Copy Due ____
BY FINAL DESIGN ENGINEER

JRO:ha
cc Verne Allen
Floyd Scott - Noted [illegible].
No work.

att.

✓ Versteeg
A. Olsen
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B. Olsen
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FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
November 10, 1975

SUBJECT: File No. 48258 - PHILLIPS
Middle Bridge-Love Bridge Section
Baker-Homestead Highway
Baker County

To: John Oakes
Assistant Right of Way Engineer

SALEM

Refering to Ralph Carter's letter of November 6, 1975 asking if a construction easement would be necessary on this file.

In our previous agreement with these land owners (File No. 33991) the owners obligation was to re-establish all their irrigation ditches lying outside the present right of way line. It is my belief that this agreement will carry over to the new agreement under File No. 48258. At the time of the recent negotiations the owners were very critical of the Highway's methods for installing irrigation ditches and so wish to do their own.

Verne A. Allen

Verne A. Allen
Regional Right of Way Supervisor

VAA/nmb

REFERRED TO

Board Reed
[✓ Cole] WEL Sample
Erikson Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Referred 11/12/75
To J. H. Versteeg
See my letter 11/7/75
John R. Oakes

1 Versteeg ✓
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2 Terpin T
3 Scott L
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R. Olson
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On sheet 4, we requested that note 12 be changed to show that we wanted complete removal of old surfacing. We do not want "Obliterate Roadway" on a square yard basis as provided in general specifications. It will be our eventual intention to sell this back to the farmer.

We question whether there should be a separate payment item for overhaul on this small job with very little pay haul.

On page 7, construction note 2. Cole's design team was to review and modify the pipe installation details, particularly the reference to "Temporary Drainage Structure".

✓ Versteeg
Copies Terpin
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R. Olson
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copy Cole
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WES:sh

cc Hal Versteeg
Frank Terpin
C. G. Swenson
Bill Cole
Clarence Gregg
Frank Burnett
Vern Moore

7331

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 19, 1975

FROM: W. E. Schwartz
Regional Engineer

SUBJECT: Middle-Bridge-Ritter Creek Section
Baker-Copperfield Highway
Baker County

TO: THE FILES

A plans in hand review of the above project was held both in the La Grande office and in the field on Thursday, November 13, 1975. Attending from Salem were Bryant Jackmond, Bill Cole, Paul Galloway, Jerry Miller, and Larry Matheny. Region 5 was represented by Al Vohland and W. E. Schwartz.

The principal concern of Region 5 centered around a typical section which showed the salvage of several sections of existing road. We question that 1½ inches of Class "C" Modified A.C. over the existing surface will provide the equivalency of the typical section for new roadway.

I am asking Region 5 Geologist Vern Moore to sample the existing surfacing at the designated areas to determine what is there. He should submit this information to Clarence Gregg for analysis and a recommendation for a paving design which will provide the same load-carrying capacity as the typical for new work.

It is my opinion that this investigation will reveal that there is little or nothing under the existing paving worthy of salvage. If this is the case, I recommend that the typical section be eliminated, adjusted to reflect increased surfacing and excavation quantities, and a proportionate adjustment of project length. This would also require a modification of the stage construction plan.

Also, on page 2, typical sections, we question that A.C. paving should be placed on the detour. We suggest that emulsified asphalt added to the sprinkling water will provide an adequate surface for this relatively low volume detour.

On page 2A, material source, this brought to our mind that the lab reports indicate that the natural fines are bad and that specifications should so state, with requirement that all fines should be manufactured.

Page 2C. Signing specified is for freeway-sized signs. Type and number of signs is reasonable, just the size is too large. Suggest they be reduced to 36 inches.

OREGON STATE HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

Report No.

ection Middle Bridge Rd. — Ritter creek Highway Baker - Halfway Date

Cont. No.

e of Material Agg. Subbase To be used in

Sampled from Road bed Sta. 940 4' Lt. ℄

urce of Material

EVE ZE	TEST NO.: Ret. Single Sieve lbs. Dry Wt.	%	Pass %	TEST NO.: Ret. Single Sieve Dry Wt.	%	Pass %	TEST NO.: Ret. Single Sieve Grams Dry Wt.	%	Pass %	TEST NO.: Ret. Single Sieve Dry Wt.	%	Pass %	TEST NO.: Ret. Single Sieve Dry Wt.	%	Pass %	AV. FOR *SHIFT % Pass	SPEC'S % Pass	SIEVE SIZE
½	0.74	8	92				251.9	11	89									1½
¾	1.06	11	81				273.4	11	78									¾
½	0.93	9	72				230.0	10	68									½
3/8	0.70	7	65				172.3	7	61									3/8
¼	0.73	7	58				138.8	6	55									¼
#4	Pass 5.74	58					101.5	4	51									#4
#10							240.0	10	41									#10
#40							335.6	14	27									#40
#200							286.0	12	15.2									#200
Pan							362.4	15.2										Pan
OTAL AMPLE	9.90	100%			100%		2391.9	100%			100%			100%				

~~TIME~~	total sample shook for Gradation	LL = 38.7	½ sample split
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		PI = 16.3	

TONNAGE SUMMARY FOR SHIFT AV.	
SUITABLE ACCEPTED	
FAILING ACCEPTED	
REJECTED	

REMARKS:
all material passes 2" Sieve.

Inspector H.R.E. Contractor Informed

Instructions: This is a work sheet only. Results are to be transferred to Form E-884, Weekly Straight Line Chart. Test data recorded on this form is considered as original
*Shift av. not to include reject material.

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Middle Bridge Rd –

Project -Ritter Cr. Sect Highway Baker – Copperfield Date 11-21 19 75

County Baker Res. Engineer P.F. Burnett Prefix 1-1302-910

Exploration equipment used A.C. Core drill & hand tools.

Exploration area: Cut, depth .... ft. Embankment fonda. – Emb. ht. .... ft.

.... Station .... Lt. .... C. L. .... Rt. ....

Borrow—Quarry—Location ....

Hole location ....

Slide—Horizontal hole .... Vertical Hole ....

.... Station .... Lt. .... C. L. .... Rt. ....

Hole No. 1-3

Indicate in Feet
Distance from ground surface to various soil and rock formations

Ground Surface Elevation	Sample Data H.D. Sheet No.	DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT
Hole #1 station 895+50 4' Rt ℄		Hole #1 Section 895-900 (Picture #5) Station 895+50 4' Rt ℄ Pavement depth 5½" width 22' Pavement condition – good though apparently multiple patches. Base depth 0 Soil – Light Brown Silty Clay
Hole #2 Station 912+00 5' Rt ℄		Hole #2 Section 909-915 (Picture #6) Station 912, 5' Rt ℄ Pavement depth 4" width 23' Pavement condition – shows some transverse cracking Base depth 0 Soil – Light Brown Silty Clay
Hole #3 Station 940+00 4' Lt ℄		Hole #3 Section 934-936 (Picture #7) Station 940 4' Lt ℄ Pavement depth 6" width 22' Pavement condition – multiple layers of patching Base depth 6"± pit run gravel – see attached gradation sheet, Soil Dark Brown Silty Clay

☑ RS ☒ RCE ☐ RBE ☐ RME

☑ RCE DEC 1 1975 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Division Engineer

Gordon E. Carlson
Soils, Geologist or Driller

8331 12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 1, 1975

FROM: Dale D. Allen
Regional Construction Engineer
Dale D Allen

SUBJECT: Middle Bridge-Ritter Creek
Pavement and Base Samples

TO: Frank E. Terpin
Final Design Engineer

SALEM

During the "Plans in Hand Inspection" of the above project it was deemed necessary to obtain some field samples of the existing pavement and base. Of particular concern was those areas that are scheduled for overlay with no additional base rock. Attached is a copy of Geological Exploration Log and gradation sheet that should be considered by Clarence Gregg when designing this section.

[illegible] ✓
[illegible]
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R. Olson
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BY FINAL DESIGN ENGINEER

DDA:je
Attachments

cc: Clarence Gregg
P. F. Burnett

83-

12

Salem, Oregon
February 11, 1976

~~Frank E. Terpin~~
Acting Final Design Engineer

Middle Bridge Road--Ritter Creek Sec.
Baker-Copperfield Highway
Baker County

P. F. Burnett
Resident Engineer

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.00	172.16	.355645

The profile grades included in this tabulation are as follows:

9057	00	Mainline, 12' Left or Right & Centerline	Profile Grade
	01	Mainline, 12' Left or Right & Centerline	Subgrade
	02	Detour Line, Centerline	Profile Grade
	03	Detour Line, Centerline	Subgrade

Attachment

RECEIVED
FEB 12 1976
ROAD DESIGN SECTION

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United States Department of the Interior
BUREAU OF LAND MANAGEMENT
OREGON STATE OFFICE
P.O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

IN REPLY REFER TO:
TD 031595
2820 (943.1)

Your reference:
File 33997
Middle Br. Rd. -
Love Br. Sec.
Baker-Copperfield
Highway
Baker County

MAR 22 1976

DECISION

State of Oregon, by and through its :
DEPARTMENT OF TRANSPORTATION :
Highway Division :
Highway Building :
Salem, Oregon 97310 :

Right-of-Way
TD 031595

[illegible]
[illegible]

Partial Relinquishment of Right-of-Way Accepted

A partial relinquishment of grant of right-of-way has been received from the State of Oregon, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, for grant TD 031595. The partial relinquishment involves the following national resource land and includes the area outlined in purple on map #10C-49-5 received November 7, 1975:

T. 8 S., R. 42 E., W.M., Baker County, Oregon
Sec. 35, N½NW¼.

The partial relinquishment of grant of right-of-way is found to be in proper form to be signed by the authorized official. The partial relinquishment of grant of right-of-way, TD 031595, is accepted and the records so noted.

Harold A. Berends

Harold A. Berends
Chief, Branch of Lands
and Minerals Operations

ESH

Original to Boyd - TAA
3-24-76

NOTED
R. L. SCHROEDER

RECEIVED
MAR 24 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 23 '76
REFER TO
FOR
Info | Inves | S.D | S.R | Sign | Act | File

#8331

FORM 81-734-3030

file

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

June 2, 1976
Salem, OR 97310

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: C. W. Head
Commission Services

BUILDING

SUBJECT: State-South Side Improvement District Agreement
Middle Br.-Ritter Cr. Section
Baker-Copperfield Highway
Baker County

MISC. CONTRACTS and AGREEMENTS No. 5679

Attached for your records is a duplicate original of this Agreement covering the reconstruction of the District's irrigation facilities to conform to the contract requirements of this project.

Photocopies of the Agreement are being distributed as follows:

D. H. Moehring
W. E. Schwartz
G. A. Starkey
P. F. Burnett
Harlin Gerlach

PGP:jr
Attach.

6/22
Noted in
agree. book

NOTED
C. W. HEAD

NOTED
FRAN [illegible]

5331

DATE: July 22, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Survey Approval

The surveys have been completed on the following projects:

Middle Br. Rd.-Ritter Cr. Section, Baker-Copperfield Highway, Baker County

Clem Rd.-Speece Section, John Day Highway, Gilliam County

Warren-Scappoose Section, Columbia River Highway, Columbia County

Spray-Kimberly Section, M.P. 93.3-M.P. 95.5 Unit, John Day Highway, Wheeler County

Spray-Kimberly Section, M.P. 99.7-M.P. 101.3 Unit, Wheeler County

In order that the record be clear as to the official location of these facilities we request your approval of the attached survey approval maps. The work has been accomplished consistent with the governing regulations.

This matter will be on the agenda at the July 27 Commission meeting for your consideration.

Attachment

bc: C. W. Head/With Att.
R. A. Burco
F. B. Klaboe
E. S. Hunter/With Att.
R. L. Schroeder
Frank Terpin

L. W. Rulien
J. B. Boyd
George Bell
W. E. Schwartz
E. L. Hardt

BLG:re js

.#'7331

9

FORM E.30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE August 3, 1976

TO Verne Allen
Region 5 R/W Supervisor

JBBoyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Grants of Access
File No. 48258
Middle Bridge-Rucker Creek Section
Baker-Homestead Highway
Baker County

I have read your memo to the file regarding the solutions to the problems at the Phillips Ranch. I have no doubt that you and Pat Schwartz worked out the most reasonable and efficient solution to this problem. It must be noted, however, that grants of access can only be made by the State Transportation Commission. Any other actions taken by any of us are merely recommendations and a rationale for these grants. I am sure that you are aware of this, but if some unforeseen problem would occur during the process it would be mighty embarrassing to have to return and indicate that a change must be made. Your memo to the files might have omitted the fact that you both were merely recommending that the grants be given.

JBB:jk
cc: R. L. Schroeder
Pat Schwartz

NOTED
R. L. SCHROEDER

RECEIVED
AUG 4 1976
Office of
Assistant State Highway Engineer

8331

August 24, 1976

Baker County Court
Courthouse
Baker, OR 97814

Attention: Hon. Dennis L. Fuller

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 420," adopted by the Transportation Commission on July 27, 1976, covering the Middle Bridge Road-Ritter Creek Section of the Baker-Copperfield Highway in Baker County.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

Item 43: Roadside seeding and Mulching - this item overran due to seeding areas where roadway obliterated. Also there was more area in grading than orginally estimated.

Engineering: This overrun due to the amount of field work required for grading. Since this was a full grading section and was constructed in stages, it was necessary for grade to be staked as various stages completed. Also there was quite a bit of time spent on crusher inspection due to low production at a small commercial plant.

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Middle Bridge Rd. - Ritter Creek Date August 30, 1976

Highway Baker - Copperfield Contract No. 8331

County Baker Kind of Work Grading & Paving Contractor Baker Redi-Mix, Inc.

	Authorized	Estimated
Contract Amount	419,355.50	449,732.63
Anticipated Items	11,280.00	11,840.36
Contingency (4½%)	19,378.60	2,788.97
Engineering	38,757.20	58,000.00
Credits	0.00	0.00
PROJECT COST	488,771.30	522,361.96
NET INCREASE $		33,590.66 = 6.87%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Item 17: 1" - 0 Aggregate Base	39,500 ton $134,300.00	+ 9,500 ton + $32,500.00
(C) Item 43: Roadside Seeding & Mulching	12 Acres $8,400.00	6 Acres 4,200.00
(U) Place concrete at culvert ends E.W.O. 2	$2,788.97	$2,788.97
(C) Engineering	$58,000.00	$19,242.80

Principal reasons for overruns (Continue on reverse side): Item 17: 1" - 0 Aggregate Base - this item overrun due to using this material to correct soft(wet) spots in subgrade. Extra material used in stage construction i.e. building half of roadway at a time. Also had two extremely hard rains that washed away quite a bit of material on surfacing slope after paving completed.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by P. F. Burnett, Resident Engineer

Noted by for Construction ~~or Bridge~~ Engineer

Confirmed by REGIONAL CONSTRUCTION ENGIN. ~~Division Engineer~~

Noted by Acting Deputy or State Highway Engineer

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

September 16, 1976

FILE: CON 5 #8331

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Middle Bridge Rd.-Ritter Creek
Contract No. 8331
Request for Additional Authorization

Herewith form E-372 showing an expected 6.87 percent overrun on this project which covers reconstruction of 1.88 miles of the Baker-Copperfield Highway. Baker Redi-Mix, Inc. is the contractor. The project is near completion with all paving completed and only some guard rail, fencing and seeding and mulching work expected to be completed this month.

The largest overrun item is a 32 percent increase in the aggregate base quantity (9,500 tons). The Resident shows that this was for correcting soft subgrade, in stage construction surfacings (since about two-thirds of the length was built on existing alignment under three stages of construction traffic) and for shoulder rock replacement after heavy rains washed away some of it after the paving was done. Even though the project will apparently be completed within the contract time allowed, the engineering is also overrun some 50 percent.

The aggregate base overrun is a contract item, so this does not have to go to the Public Contract Board.

This is a State project. Rough draft letter to the Transportation Commission requesting an increase of $33,590.66 to a new total project authorization of $522,361.96 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8331

DATE: September 17, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Middle Bridge Rd.-Ritter Creek
Contract No. 8331

An overrun of 6.87 percent is now expected on this project which covers reconstruction of 1.88 miles of the Baker-Copperfield Highway. Baker Redi-Mix, Inc. is the contractor. The project is near completion with all paving completed and only some guardrail, fencing, and seeding and mulching work expected to be completed this month.

The largest overrun item is a 32 percent increase (9,500 tons) in the aggregate base quantity. Several factors contributed to this. It was used for correcting soft subgrade areas, in stage construction surfacings (since about two-thirds of the length was built on existing alignment under three stages of construction traffic) and for shoulder rock replacement after heavy rains washed away some of it after the paving was done. Even though the project will apparently be completed within the contract time allowed, the engineering is also overrun some 50 percent. Separate grade controls were needed on each stage of work and the contractor's rate of production of the aggregate was quite low.

Your approval of an increase of $33,590.66 to a new total project authorization of $522,361.96 is requested. This matter will be on the agenda for your consideration at the September 28 meeting.

JAB:fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
W. E. Schwartz
C. T. Keasey
L. W. Rulien
V. E. Skoog
George Bell

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final data submitted to Region Office Thursday this week.

Final REPORT THIS PROject

SIGNED
P. F. Burnett, Res. Engr.

LOCATION Baker, OR

PRINT RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8331

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Middle Br. - Ritter Cr.

WEEK ENDING: January 15, 1977

SECTION PREFIX: 1-0501

HIGHWAY: Baker - Copperfield

COUNTY: Baker

KIND OF WORK: Grading & Paving

NAME OF JOB: Middle Bridge Rd. - Ritter Creek

CONTRACT NUMBER: 8331

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Baker Redi-Mix, Inc.

DATE WORK STARTED: March 9, 1976

ESTIMATED COMPLETION DATE: September 28, 1976

DATE OF CONTRACT: March 1, 1976

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED CALENDAR DAYS: 175

CALENDAR DAYS USED: 175

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 522,361.96

EXCLUSIVE OF ENGINEERING: $ 464,361.96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 464,361.96

ESTIMATED PERCENT: OVERRUN / UNDERRUN .... %

ENGINEERING AUTHORIZATION: $ 58,000.00

ENGINEERING COST TO DATE: $ 57,961.00

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: September 28, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.88	1.88			1.88
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.88	1.88			1.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	51,450 C.Y.	30,000 ton			7,050 ton
TOTAL QUANTITIES CORRECTED TO DATE	54,150 C.Y.	39,126 ton			7,093 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	54,150 C.Y.	39,126 ton			7,093 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Pt. Cloudy	0		
WEDNESDAY	Pt. Cloudy	0		
THURSDAY	Pt. Cloudy	0		
FRIDAY	Pt. Cloudy	0		
SATURDAY	Pt. Cloudy	0		

RECEIVED
JAN 17 1977
CONSTRUCTION
SECTION

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

8331

March 1, 1977

Seaboard Surety Company
90 William Street
New York, New York 10038

Gentlemen:

On February 25, 1977, we wrote to you concerning release of final payment on Contract No. 8331 awarded to Baker Redi-Mix, Inc., for work on the Middle Bridge Road-Ritter Creek Section of the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $5,362.79 and the total contract amount is $456,576.62 including $3,860.11 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

C&A 5679-6-2-76

8331 Middle Br. Rd.-Ritter Cr. 1976
Sec. of Baker-Copperfield Hwy.
(Grading & paving)

Gary
25

Form 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, OR
October 30, 1974

FILE: LOC 17

FROM: GARY KENNEN
Regional Utility Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Preliminary Utility Investigation
Passing Bays
Hayes Hill-Calif. Line Sec.
Redwood Highway
Josephine County

NOTED
R.D. TRYGSTAD

Pacific Northwest Bell Telephone Company has a twenty-five pair underground toll cable within our right of way from Hayes Hill to O'Brien. This cable is in the existing shoulder much of the way at a depth of 30 inches. P.N.B. estimates the cost of relocation at $4/lin. ft. and would prefer leaving it in place. Our contractor would be required to work within 6 inches of the cable and I would recommend this be mentioned in the Special Provisions for the project. P.N.B. has indicated they would be willing to have a locater and splicer on the project at all times.

Redwood Telephone Company has poles in conflict on passing bays No. 5, 7 and 8. All poles are within our right of way, therefore, non-reimbursable. Adjustments appear routine.

Pacific Power and Light Company has poles in conflict on passing bays No. 5 and 8. The poles at P.B. #5 (Sauers Flat) carry a transmission line which was installed last year. This line is within our right of way and is non-reimbursable. They will require eight weeks to relocate. Four poles at P.B. No. 8 are reimbursable at an estimated total cost of $3400.

We also are involved with irrigation facilities at Sauers Flat. These are laterals from the Kirby Ditch and are controlled by the local property owners. The Kirby Milling and Irrigation Association has been in existence since 1884, therefore, have prior rights. When the preliminary plans are completed, contact will be made with the local ranchers for their concurrence on irrigation revisions.

GK/cw

cc J. E. Chidsey
Earl Purdy

cc: J. H. Versteeg

REFERRED TO
Board
Kroll
Semple
Watson
Wolfe
Discuss Do File Copy Due
FINAL DESIGN ENGINEERS

RECEIVED
NOV 3 1975
TRAFFIC ENGINEERING

RECEIVED
NOV - 4 1975
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other
Versteeg
Olson
Turpin
Scott
Swenson
R. Olson
Trout

833 43

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 15, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Hayes Hill-California State Line
Redwood Highway
Josephine County

NOTED
E. S. HUNTER

A review of slopes and standards to be used on the named section was held with V. D. Wolfe and George Wills and the following instructions were received.

The typical section will be 12 foot travel lanes, 4 foot shoulders, 3:1 rock slope and a 1/2 foot ditch. The ditch may be eliminated and let the rock surfacing form ditch where right of way is critical. Excavation slopes may be 3/4:1 to stay within the existing right of way and new right of way to be held to a minimum.

Passing bays 3, 4 and 8 will be constructed to less than standard length due to right of way costs, an excessive number of approaches and congestion.

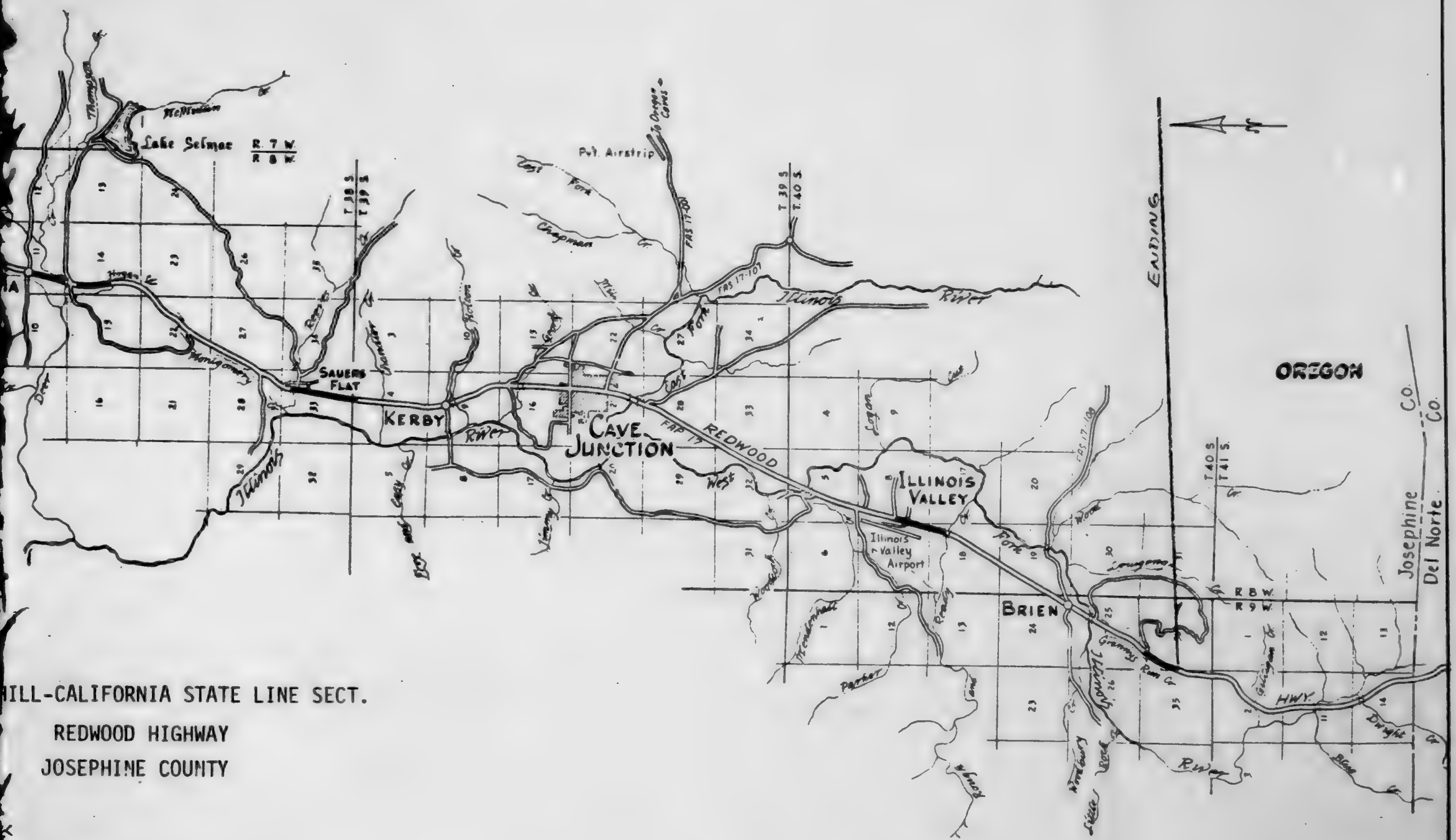
LKW:we
cc: ~~E. S. Hunter~~
V. D. Wolfe
L. W. Rulien
G. A. Potter
Alfred Shirley, Jr.
C. G. Swenson
E. G. Purdy

RECEIVED
STATE HWY ENGR
OCT 16 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

INTERMITTENT PASSING BAYS

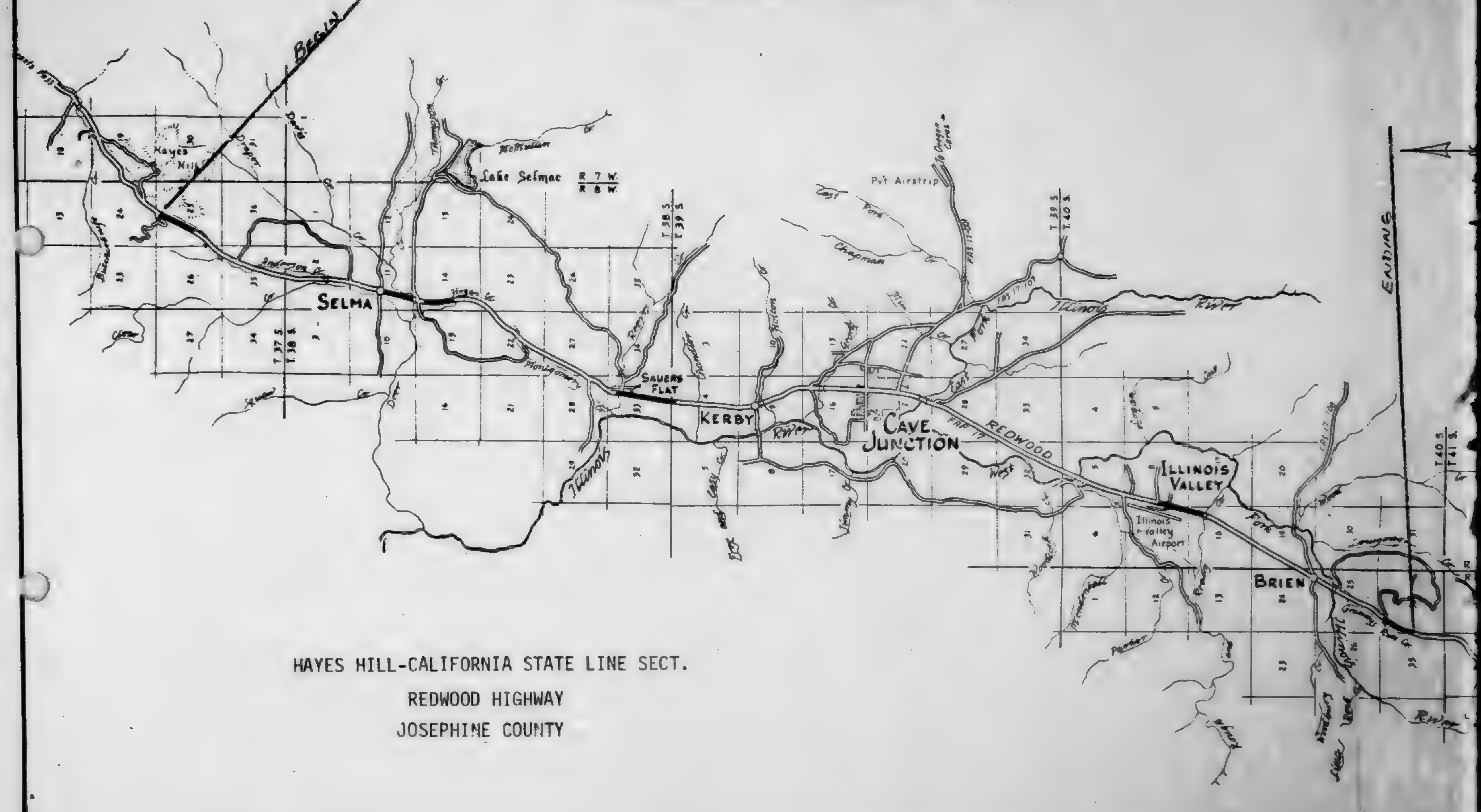

Lake Selmac
McMullen
Thompson
R. 7 W.
R. 8 W.
T. 38 S.
T. 39 S.
Pvt. Airstrip
To Oregon Caves
East Fork
Chapman Cr.
FAS 17-101
FAS 17-100
T. 39 S.
T. 40 S.
Illinois River
Hogan Cr.
Montgomery
Sauers Flat
KERBY
River
CAVE JUNCTION
FAP 17
REDWOOD
East Fork
West
Illinois
ILLINOIS VALLEY
Illinois Valley Airport
Fork
BRIEN
ENDING
N
OREGON
T. 40 S.
T. 41 S.
R. 8 W.
R. 9 W.
Josephine Co.
Del Norte Co.
Grammys Ram Cr.
HWY.
Dwight Cr.
Rough and Ready
Parker
Little Rock Cr.
Illinois
Deer

HILL-CALIFORNIA STATE LINE SECT.

REDWOOD HIGHWAY

JOSEPHINE COUNTY

INTERMITTENT PASSING BAYS


BEGIN
Hayes Hill
Draper
Davis
Anderson Cr.
SELMA
Thompson
McMullin Cr.
Lake Selmac
R 7 W
R 8 W
T 37 S
T 38 S
Hogan Cr.
Montgomery
Sauers Flat
T 38 S
T 39 S
KERBY
Illinois
River
10 Holton
Pvt Airstrip
To Oregon Caves
East Fork
Chapman Cr.
FAS 17-101
T 39 S
T 40 S
Illinois River
East Fork
CAVE JUNCTION
FAP 17
REDWOOD
West
Jimmy Cr.
FAS 17-108
ILLINOIS VALLEY
Illinois Valley Airport
Fork
BRIEN
Parker
Grammy Run Cr.
River
T 40 S
T 41 S
ENDING

HAYES HILL-CALIFORNIA STATE LINE SECT.

REDWOOD HIGHWAY

JOSEPHINE COUNTY

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 11.300 Economic Development
20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/29/75

VI. If project includes state funds (12C), identify agency None

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This project is proposed by the State Highway Division in cooperation with the Federal Highway Administration and the U.S. Department of Commerce.

The project involves insignificant amounts of right-of-way in rural areas and the need for a hearing is not anticipated.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

.02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Hayes Hill-Calif. State Line District 8

11 12] PROJECT LOCATION—CITY: Redwood Highway
US Route 199 | PROJECT LOCATION—COUNTY: Josephine | PROJECT LOCATION [79 SEC: --- T: 37-41S R: 7-9W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, minor right-of-way acquisition, [71

06 12] grading, paving, and incidental work necessary for the construction of intermittent [71

07 12] passing bays throughout a section of the Redwood Highway from M.P. 16.3 (near Hayes [71

08 12] Hill) to M.P. 38.4 (Southerly of O'Brien). Total length of improvement involves [71

09 12] approximately 3.9 miles of this 22.1 mile section. [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,300,000	----	----	----	----	1,300,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways and/or Title X Public Works and Economic Development Act, U.S. Dept. of Commerce.

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 10/29/75

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November | 43] DAY [44: 28 | 45] YEAR [46: 1975

Please route the attached
in the following order:

~~1. F. B. Klaboe~~ ms
~~2. E. S. Hunter~~
3. ~~R. L. Schroeder~~
~~4. H. S. Coulter~~
~~5. R. N. Bothman~~
6. General Files

ON STATE
AY DIVISION

BUILDING • SALEM, OREGON • 97310

Administrator of Highways

October 29, 1975

TO ALL INTERESTED FEDERAL AGENCIES

FROM George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
Hayes Hill-Calif. State Line
Redwood Highway, US Route 199
Josephine County

In accordance with Federal Highway Administration's procedures, attached is a Notice of Intent application to apply for federal aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Project Management Section, State Highway Division, Salem, Oregon 97310.

Attachments

BLG:md

U.S. Department of Agriculture
U.S. Department of Housing
U.S. Department of the Interior
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Marine Fisheries Service
Division of River Basin Studies
Bureau of Land Management
U.S. Coast Guard

cc: G. L. Green, FHWA
F. B. Klaboe
D. E. Swan
B. L. Gifford

8330

15

c

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 29, 1975

TO Executive Department
Federal Aid Coordination Unit

Rogue Valley Council
of Governments
33 North Central, Suite 211
Medford, Oregon 97501

FROM George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 8
Hayes Hill-Calif. State Line
Redwood Highway, US Route 199
Josephine County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be November 28, 1975.

Attachment

BLG:md

RECEIVED
STATE HWY ENGR
NOV 3 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc: G. L. Green, FHWA
~~F.~~ B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr. Reg. Engr.
G. T. Thornton, Dist. Engr.
Aeronautics Div.

8330

25

Salem, Oregon
November 6, 1973

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

Hayes Hill - California Line Section
Redwood Highway
Josephine County

Attached are 5 descriptions and an authorization covering drainage easements for a passing bay on the subject section.

Descriptions for the balance of the project will be completed as soon as vesting deeds are received from the Title Unit.

The Filing Map (10C-49-17, File 48801), covering B.L.M. lands, has been submitted to your office and is being processed by May Short.

Right of Way prints will be submitted later.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8330

25

Salem, Oregon
November 7, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48814-Nelsen
Hayes Hill - California Line Section
Redwood Highway
Josephine County

Attached is a description and an authorization covering 3 drainage easements for the subject section.

This is the final submittal and R/W prints covering this File and the Files sumbitted yesterday will be delivered to Alma as soon as the prints are received.

BY: S
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Salem, Oregon
November 12, 1975

Frank E. Terpin F.E.T.
Final Design Engineer

Hayes Hill-California Line
Redwood Highway
Josephine County

Alfred Shirley, Jr.
Region III Engineer

Several state-owned material sources were offered for the named section. They are located at milepoints 20.8, 26.7, 29.1, 33.1, 33.4, and 34.3. Please review and designate which ones to use, mandatory or prospective, or should the materials be contractor furnished? If any source is to be offered, please prepare development plans and permits for each one.

There will be an excess of excavation at passing bay locations. Will this material be used for slope flattening and if so where and typical section or given to the contractor?

Following is a list of the passing bays by number and milepoint showing surfacing requirements and excess excavation.

Passing Bay No.	M.P. to M.P.	Aggregate Shldr Mat. Cu. Yd.	Asph. Conc. Tons	Excess Exc. Cu. Yd.	(Cu. Yd.) Riprap Class 700
2	16.6 - 17.2	6,800	4,700	7,000	None
3	20.3 - 20.7	1,650	2,300	1,200	None
4	21.0 - 21.5	1,800	2,600	1,250	None
5	24.6 - 25.7	10,500	8,500	1,700	None
7	33.5 - 34.3	10,000	6,200	None	None
8	37.7 - 38.2	7,400	3,800	None	280

LKW:we
cc: Elliot Parker
Earl Purdy
C. G. Swenson
L. K. Watson

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
3 Trout

RECEIVED
NOV 12 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

#1777

2. Mr. Klaboe requested verification as to the responsibility for signing city streets in connection with the establishment of the truck route from Swan Island to Interstate 5. The Commission verified that signing on city streets would be paid for by the City and signing of the State Highways involved in the route would be the responsibility of the Department of Transportation.

DELEGATIONS:

There were no delegations at this meeting.

NEXT MEETING DATES:

com 5

December 9 was confirmed as the date for the next Policy Workshop for the Commission.

December 18 was confirmed as the next regular meeting.

ESH:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
R. N. Bothman
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

83-30

48

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 25, 1975

TO MEMO TO THE FILE

ES Hunter

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commisssion Meeting
Highway Division and Parks Agenda
November 25, 1975

Con [illegible] 5

AGENDA ITEMS:

All items on the Highway and Parks Division Agenda were approved, with the exception of Item 3.

This item was a request from Mr. George Echols for a permit to build a house within the Rogue River Scenic Waterway. Screening was not possible and an alternate building site was not acceptable to Mr. Echols. The request for permit was denied.

[illegible]

NOA ITEMS:

Mr. Klaboe presented two NOA items:

#1304

1. The Commission approved the use of a special grant of Title X Funds for the contracting of the Broadbent Section of the Powers Highway and the Elk River-Port Orford Section on the Oregon Coast Highway. These projects were on the Six-Year Program and the approval changed the funding from regular Secondary and Primary Funds to Title X Funds.

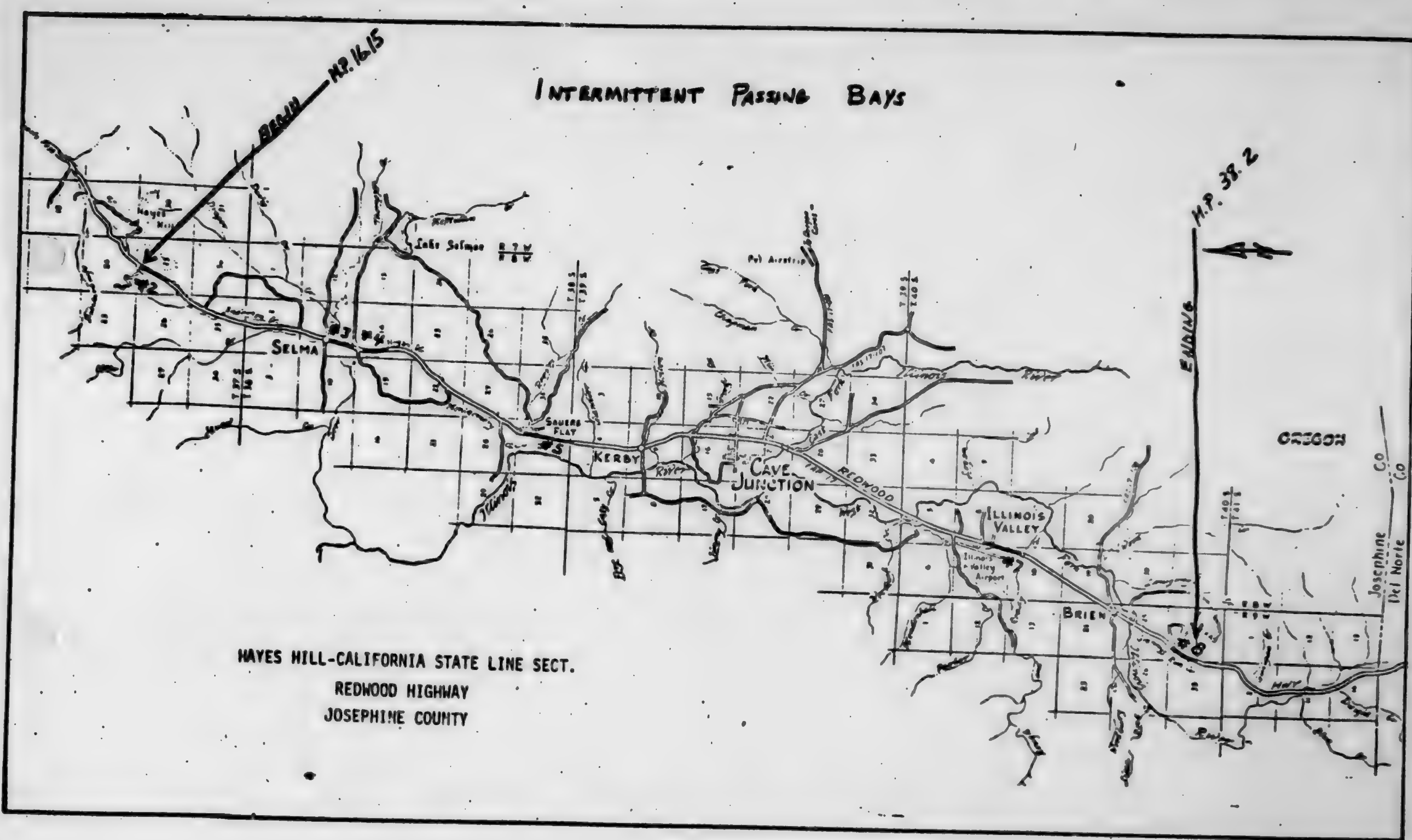
Con 21-2 101-[illegible] Yr.

In addition, the Commission approved the Crooked River-Prineville Reservoir Section on the Crooked River Highway and the Hayes Hill-California Line Section of the Redwood Highway for inclusion on the Six-Year Program to be funded with Title X Funds.

Con 21-2 Crooked R.

[illegible] 1-4

INTERMITTENT PASSING BAYS


BEGIN M.P. 16.15
ENDING M.P. 38.2
Hayes Hill
Lake Selmac
#2
#3
#4
#5
#7
#8
SELMA
SQUAW FLAT
KERBY
CAVE JUNCTION
REDWOOD
ILLINOIS VALLEY
Illinois Valley Airport
BRIEN
OREGON
Josephine Co
Del Norte Co
HWY

HAYES HILL-CALIFORNIA STATE LINE SECT.
REDWOOD HIGHWAY
JOSEPHINE COUNTY

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)
Routine

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Routine

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

Routine

REGION -
(Environmentalist, Resident Engineer)

Routine

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

The lack of significiant right-of-way involvement and impact, no anticipated changes in traffic patterns, and avoidance of major earthwork and other disturbances to the natural environment are the primary factors considered in the non-major classification.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans
   The combination of low traffic volumes and good ventilation of air masses prevent air quality problems from occurring in the area.

   b. Noise Standards

   No known receptors will be affected.

   c. Water Quality Standards

   All work on Grannys Run Creek will be done when it is dry. Otherwise, no streams or creeks are affected by the project.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None--parcels are vacant and remainders are undamaged.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Minor

Consequences:

A portion of Granny's Run Creek will be carried by a concrete pipe for several hundred feet alongside passing bay #8. This creek is seasonal and does not support a fish population. Loss of habitat from vegetational removal is minimal.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Roadside stands of trees will be cleared.

Consequences:

These trees are on the edge of a deeper stand, therefore allowing much of the scenery to be reestablished upon completion of the project.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None expected.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use is rural with communities limited to Selma, Kerby, Cave Junction, Illinois Valley and Brien. Cave Junction is the only incorporated town, having a population of about 600. These communities fall outside proposed passing bay boundaries. Environmental (air and noise) quality in the area is good as polluting industry is absent and traffic is light. Roadside settlement outside the communities is very sparse, being limited to a few residences and businesses. Utilities include overhead transmission lines and buried telephone cable. Scenery is pleasant with the mixture of evergreens and deciduous tree species and valley flats lending a certain calm to this pastoral setting.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**
Four (4) acres.

Consequences:

Loss of vegetation, primarily mature pines and oaks and associated understory. Reduction in parcel size and consequent reduction in taxable base. The impact is moderated by its scale and the relative ease in which it can be accomplished.

2. **Estimated Changes in Traffic Patterns:**

None, although traffic flow and level and service is expected to improve.

Consequences:

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date
☒ Survey Authorization Unknown
☒ Reconnaissance
☒ Field Location "
☒ Office Location "
☒ Field Prel. Design "
☒ Office Prel. Design "
☒ Final Design "
☐ Contract Plans

FHWA

Status Date
☐ Systems Planning
☐ Prel. Engineering
☐ Corridor Approval
☐ Design Approval
☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area undergoes a transition from mountainous conditions (Hayes Hill-Siskiyou Mts.) in the north (bay #2, elev. 1600 ft.), into more open, less rugged terrain southward (bays 3 & 4, elev. 1300 ft.), through valley flats formed by the Illinois River and its tributaries (bays 5--Sauers Flat; elev. 1250', and 7--Illinois Valley; elev. 1370'), re-emerging into mountainous conditions (Siskiyou's) at the south end (bay 8--Granny's Run Creek; elev. 1520'). The roadway profile can be characterized as flat-rolling. This area is located in a complex transition zone that makes vegetational classification awkward (more characteristic of pine forests than mixed conifer). Cursory inspection identified sugar pine, Oregon white oak, maple and madrone as predominant tree species; grasses, shrubs and flowering plants comprise the understory. The area is drained by the Illinois River which is fed by two forks (west and east) and numerous creeks and lesser tributaries. Wildlife includes big game species such as Roosevelt elk, black-tailed deer and black bear; cougar, bobcat and coyotes are also reported.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Passing bays were located on the basis of accident occurrences, available sight distance and light work and minor right-of-way requirements. These criteria are also serving as the framework from which designs are being developed. Applying the aforementioned location criteria resulted in passing bay recommendations at the following locations: M.P. 16.6-M.P. 17.2 (#2, north and southbound); M.P. 20.3-M.P. 20.7 (#3, southbound); M.P. 21.0-21.5 (#4, northbound); M.P. 24.6-M.P. 25.7 (#5 north and southbound); M.P. 33.5-M.P. 34.3 (#7, north and southbound); M.P. 37.7-M.P. 38.2 (#8, north and southbound); all six bays are being put forth for design approval.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Hearings have not been held nor will they be requested given the scale and potential impact of the proposal. Public input will therefore be routine as necessary to prepare plans, specifications and estimates.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type__________ Tentative Date(s)__________

A-95 Review: ☐ Not Required ☒ Required

Date Submitted__________ Date Received__________

Expected Coordination with Local, State and Federal Agencies

Contact as required in preliminary engineering leading to design approval.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None expected.

Description of Project (con

Right-of-Way (acreage and type of land use) A maximum of four acres of undeveloped rural roadside.

Typical Section Presently proposed and subject to change are: 12-foot wide passing bays with 4-6 foot shoulders.

Bikeway None planned

Structures None

Additional Facilities None planned

Access Control Limited to locations where road approaches can be established without compromising highway safety.

Materials Quantities unspecified; types include Class B Asphaltic Concrete and Class 700 loose riprap where required.

Borrow and Waste Disposal About 20,000-30,000 yards of excess excavation will require disposal. State-owned sites are available but contractor may dispose of waste if cost savings can result.

Special Construction Methods None

Characteristics (ADT) Existing traffic volumes are extremely variable depending upon M.P. and month. 1974 traffic averaged 1700 at M.P. 41.32, 4050 at M.P. 27.76 and 3200 at M.P. 16.1. Seasonal percentages of annual ADT ranged from 48% in Jan. to 208% in August. The 20-yr. projections, assuming historical growth rates, ranges from 2500-6500 ADT

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 5, 1975

A. PROJECT IDENTIFICATION

RF-127(-)

Name of Project Hayes Hill-California State Line (Section)

Location of Project - Redwood (Highway Name) No. 25, ORE 199 (Highway No., US - ORE)

(City) Josephine (County) 3 (Region)

Program FA (Title X) (Funding) $1,000,000 (Estimated Cost) 17-1301 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Establish passing bays at strategic locations to avert accident potential and promote a smoother, less interrupted flow of traffic. Further, the creation of SMV lanes will eliminate risk of serious accidents on sections where safe passing opportunities are limited or lacking.

Origin and History: Subject section has history of traffic accidents related to poor passing opportunities. Unsafe travel conditions led to establishing project as component of future bond program. Revenue shortages have led to a moratorium on bond sales and prevented advancement of project.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 22.05 miles

Termini Grannys Run Creek--south (M.P. 38.2) and South Hayes Hill--north (M.P. 16.15)

Alignment (new or existing) Existing

CATEGORY
3 PROJECT
non-major

Form (2)9-74

DIST. 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-127(-)
Hayes Hill-California State Line
Redwood Highway
Josephine County
Project Assessment

DATE: November 24, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 7 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

BEN GIFFORD

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy Schroeder

ACTION
CITY
FEDERAL AID
NOV 25 1975

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
NOV 07 1975
DIVISION OF STATE LANDS

NOV 28 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7511 2 150 **Due Date:** NOV 28 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR
Info
Inves
R/D
D.R
Sign
Act
File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division is aware of requirements for removal/fill permits from The Division of State Lands, and applies for permits when they are needed.

Agency [illegible] By Van Haley

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

LOCAL GOVERNMENT RELATIONS DIV
NOV 26 1975

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
NOV 7 1975
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7511 2 150 Due Date: NOV 28 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Hayes Hill-Calif. State Line

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
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Info
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Sign
Act
File

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Illinois Valley SWCD recommends that
Every effort should be made to keep the width to a minimum in order to prevent further removal of agricultural land from production. We recommend that the additional width should come from the east side of the highway.

Agency Soil & Water By Charles V. Liles/

8 33c

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

JOSEPHINE

APPLICANT: State Highway Division

PROJECT TITLE: Hayes Hill-Calif. State Line

TITLE X

DATE: 12/3/75

The state has reviewed your project and reached the following conclusions:

12-4-75

cc: G. L. Green, FHWA
F. B. Klaboe ✓
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins
B. L. Gifford
D. E. Swan
A. Shirley, Reg. 3
G. T. Thornton, DE
Aeronautics Div.

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7511 2 150

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

8330

25

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 8, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hayes Hill-California State Line
Redwood Highway
Josephine County

TO: MEMORANDUM TO THE FILES

Ron Busey has recommended a 2-inch overlay and a 2-inch allowance for leveling and patching on the subject section. Available funding for this project has limited the patching and leveling to 1-inch and 1-1/2 inches for the overlay.

✓ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 11 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To.
Bring Up / /
Other

LKW:jh
cc: C. T. Keasey
Alfred Shirley
C. G. Swenson
Ron Busey

3320

Salem, Oregon
December 9, 1975

Frank E. Terpin
Final Design Engineer

Earl C. Purdy
Resident Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Hayes Hill-California State Line
Redwood Highway
Josephine County

Your memorandum to the file of December 4, 1975, concerning the subject project and your recommendations are noted.

The matter of replacing the existing rubble lined channel of Granny Creek has been carefully reviewed by the Road Design Section and the Hydraulics Unit. The decision to replace the channel with the culvert was based on the following factors.

The cost of excavating and constructing riprap in a new channel was more expensive than installing the culvert. Relocating the channel would require more right of way than the culvert installation. Construction of the channel would require installation of guard rail as protection thereby introducing a hazard. This would not occur if the culvert were installed. The culvert would be installed on such a gradient that water velocity should keep the culvert clean. The Hydraulics Unit has reviewed this and recommended construction of a trash rack even though they report little problem with trash exists. As for re-establishment of wildlife habitat it appears more likely that it would have a better chance over a culvert backfill than the steep, riprapped slope of the channel.

FET:jh
cc: Victor D. Wolfe
Alfred Shirley
Dick Lenz
Lyle Watson

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC - 9 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

8330

December 16, 1975

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Title X projects.

Item No.	Project No.	Section Name & PNRS No.
RF-73	JOP-127(14)	Hayes Hill-Calif. State Line #7511-2-150
RS-71	JOP-33(2)	Rocky Canyon-Prineville Reservoir #7511-2-290

JG:md

Encl.

cc: D. E. Swan (2)
J. L. Gaither (2)

IA STATE LINE SECTION

JOP-127(14)

oot bituminous travel surface with 3-foot

escribed existing facilities.

of grading, draining and high-type paving, vide 6 passing bay sections consisting of a t paved shoulder added to a basic two 12-foot d. and/or S. Bd. traffic at the following

	PASSING LANES	
No.	N. Bd.	S. Bd.
	X	X
	X	X
	X	X
	X	
		X
	X	X

velopments, Historical and Recreational Areas:

lies within two miles of the northerly end of oposed work will not cause any conflict with the

earinghouse and District 8 Clearinhouse A-95 ecember 3, 1975 and December 10, 1975, respectively.

50-9): Not applicable.

action project concurred in by FHWA on November

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Cagegory 3 project).
(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) The project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Data for PR-37:

Roadway Type Code 6201	$1,294,000
Utilities Type Code Y060	$ 6,000

HAYES HILL-CALIFORNIA STATE LINE SECTION

PROJECT NO. JOP-127(14)

Existing Facility: 22-foot to 24-foot bituminous travel surface with 3-foot to 8-foot shoulders.

Adjacent Sections: Same as above described existing facilities.

Project Data: The project consists of grading, draining and high-type paving, at intermittent locations, to provide 6 passing bay sections consisting of a 12-foot lane with 6-foot to 8-foot paved shoulder added to a basic two 12-foot lane facility to accommodate N. Bd. and/or S. Bd. traffic at the following locations:

*LOCATION		PASSING LANES	
Sta. to Sta.	Bay No.	N. Bd.	S. Bd.
183+00 - 209+00	1	X	X
392+35 - 432+80	2	X	X
846+00 - 905+30	3	X	X
1068+50 - 1095+00	4	X	
1108+30 - 1131+00	5		X
1303+00 - 1334+50	6	X	X

* Limits of Work

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Illinois Valley Airport lies within two miles of the northerly end of passing bay number 2, but the proposed work will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: State Clearinghouse and District 8 Clearinhouse A-95 review approval letters dated December 3, 1975 and December 10, 1975, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 24, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required und
(Cagegory 3 project).
(b) Location/Design -- Not a factor in t
project.

Note:

(1) The project is in Congressional Dis
(2) On-the-job trainees, as set forth in
7-2(2), on this project will be dete
stage and the number stipulated in t

Data for PR-37:

Roadway Type Code 6201	$1,294,0
Utilities Type Code Y060	$ 6,

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 16, 1975

riter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of Cal. St. Line, N21.81 mi.	ADT	2,800	5,000	95	10	Oregon	41	821	RF-73

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
							JOP-	127	(14)		

COUNTY NAME	CODE
Josephine	033

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	17	25	199

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
199, 3.5 mi. N. of lifornia State Line, 21.81 mi. layes Hill-California tate Line Section"	21.81*	1,300,000	1,016,470	283,530		Gr., dr., & H.T. pave. 12' passing lanes with 6' to 8' shldrs. at intermittent locations to provide 6 passing bay sections for N. & S. Bd. traffic on a basic two 12' lane facility. ROW - 80' min; Access control-Partial; Parking restrictions-none. Utilities-adj. required including preparatory work.
JG — PROJECT TOTALS	21.81*	1,300,000	1,016,470	283,530		

REMARKS

*Work to be done on 6 separate locations for a total length of construction of 3.92 miles.

rce-Advice #821-10-601

-Over_

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	December 16, 1975

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	US 199, 3.5 mi. N. of Cal. St. Line, N21.81 mi.		2,800	5,000	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Gr., Dr., High-type pave								JOP-	127

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Title X	Josephine	03

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	P	17	25	199

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1							US199, 3.5 mi. N. of California State Line, N. 21.81 mi.					
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201 Y060		"Hayes Hill-California State Line Section"	21.81*	1,300,000	1,016,470	283,530	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JG	PROJECT TOTALS	21.81*	1,300,000	1,016,470	283,530	

		PROGRAM APPROVAL DATES	REMARKS
1	14	November 14, 1975 U.S. Department of Commerce-Advice #821-10-601 (Transaction NC-11-5-10)	*Work to be done on 6 separate locations for a total length of construction of 3.92 miles.

8 3.30 75

~~PRO 6-2~~

December 16, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. JOP-127(14)

We are submitting program data for one project, Item No. RF-73, Project No. JOP-127(14), "Hayes Hill-California State Line Section", that was approved November 14, 1975, and funded under "Title X" by the U.S. Department of Commerce-advice #821-10-601, (transaction NC-11-5-10).

One copy each of the State Clearinghouse and District 8 Clearinghouse A-95 review approval letters, dated December 3, 1975 and December 10, 1975 respectively, were forwarded previously.

JG:md

Enclosure

cc: Alfred Shirley, Jr. (Region 3)

8330

18

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 16, 1975

TO E. S. Hunter
Deputy State Highway Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT Files 48801 and 48835 B.L.M.
Hays Hill - California Line Section
Redwood Highway
Josephine County

The Bureau of Land Management is involved on two parcels of property on this project. File 48801 is in Passing Bay 7 and 48835 is in Passing Bay 2. Due to a power withdrawal on file 48835 and a Forest Service appropriation on 48801, it will require time to clear the necessary Federal agencies to get a decision from the Bureau of Land Management.

We believe the proper procedure to assure the contracting of this project is to withhold Passing Bay 2 and Passing Bay 7 from the use of the contractor in the specifications until May or June, 1976.

We have acquired sufficient interest in the remainder of the files on this project to assure clearance for PS&E this year. We request that you discuss the above procedure for Passing Bay 2 and Passing Bay 7 with the Federal Highway Administration.

NOTED
E. S. HUNTE

JRO:ha

cc J. H. Versteeg
C. G. Swenson

Versteeg
Pls handle 12-18-75
ESH
cc Boyd.

[illegible] ENGR
DEC 16 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

There may be a delay for the contractor to perform work in Bays No. 2 and No. 7 due to clearing the right of way from the BLM. The Right of Way Section will pursue this item.

LKW:fw

cc: C. T. Keasey
J. X. Wilson
C. G. Swenson
Earl Purdy
Keith Martin
George Thornton
Gary Kennan
Dick Schimelfenig

1 Versteeg ✓
A. Olson
2 Tor in T
Scott
Swenson
R. Olson
Trout

RECEIVED
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SECTION

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Requires Approval ☐
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 18, 1975

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hayes Hill-California State Line Section
Redwood Highway
Josephine County

TO: MEMO TO THE FILES

A plans in hand review was held on the subject section in Resident Engineer Keith Martin's office in Grants Pass on Tuesday, December 9, 1975.

George Thornton, District Engineer, requested that the backslope on the berm, left Station 183+00 to Station 191+00, be flattened for maintenance. Backslope revised to "slope as directed; 1-1/2:1 max."

Station 392+35 to Station 405± is designated as a "Botanical Wayside". The Environmental Section and BLM state that this was designated after the right of way was acquired and does not affect said right of way. However, the contractor is to be limited to only the area required for roadway construction. No equipment parking, storage or any other operations will be allowed between the back slopes and the right of way line. Limits of work area are shown on the plans in this area.

A state-owned stockpile site at M.P. 33.08 will be shown as a prospective plant site.

A request from Gary Kennen, Regional Utility Engineer, to revise the right of way in Bay #2. Left Station 1303± to Station 1335±. Proposed right of way line was on the centerline of an existing 30-foot easement to Pacific Power and Light Company. The following revision was made: The right of way line has been reduced to 50 feet and slope easements for slopes outside of the new right of way line.

Virgil Wilson, Regional Right of Way Supervisor, requested cancellation of File No. 48812 due to excessive price demanded by the owner. Embankment Slopes were steepened to remain within the existing right of way and the file has been cancelled. This taking was for .01 acre.

Plans were not included for permanent signing in the preliminary plans, but will be included in the final plans.

The "State's Responsibility" included as an anticipated item in the estimate is covered in "Section 107.25 Contractor's Responsibility for Work", page 60.

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc. E. S. Hunter
L. W. Rulien
D. H. Moehring
Alfred Shirley
C. G. Swenson
Lyle K. Watson

December 16, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Glenn Hossner

Gentlemen:

Re: Hayes Hill-California Line Section
Redwood Highway
Josephine County

The construction of the "Debris Rack" for the subject project will require approximately 140 lineal feet of railroad rail.

The State Highway Division has state-owned railroad rails. We propose to furnish these railroad rails and specify that such material will be made available to the contractor at the Central Point Maintenance Station.

We believe it is in the public interest to furnish this material. By doing so a scarce commodity will not be wasted.

This federal-aid project will be initially charged in the amount of money equal to the following:

Material value of railroad rail 5 (30' lengths) at $15.00 per length	* $75.00

* Includes cost of transportation from Salem.

Actual charges to the project will be adjusted when the actual amount of material used is determined.

We solicit your concurrence that it is in the public interest to use this state-owned material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Frank E. Terpin
Frank E. Terpin
Final Design Engineer

RECEIVED
TE HWY ENG
DEC 16 '75
REFER TO
FOR

Info	Inves	R/D	D&R	Sign	Act	File

LKW:jh

Form 81-734-3122

8330

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 22, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project JOP 127(14)
Hayes Hill-California Line Section
Redwood Highway
Josephine County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with your request to use State-owned railroad rail on the subject project as explained in Mr. Versteeg's December 16 letter.

G. K. Hossner
for G. L. Green

STAT[illegible]

DEC 24 '75

REFER TO
Versteeg

cy Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

We believe it is in the public interest to receive bids on January 29, 1976, to have the contract awarded and the contract started by February 15 as directed for Title X funds although the right of way will not be clear as of the anticipated advertising date. The Title X funds were appropriated to aleviate unemployment in high unemployment areas. The contractor will be able to work unrestricted on four of the six passing bays, weather permitting, as soon as awarded and as such will accomplish the intent of the appropriation. Further, we feel the right of way restriction will not delay the final completion date of the project as planned.

DAR:vld

cc: C. G. Swenson
John Oakes
D. E. Swan

13

PRO-6-2

December 23, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Hayes Hill-California State Line Section
Oregon Project No. JOP-127(14)
Right of Way Delay

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

The right of way restriction on this project involves two of the six passing bays (Sta. 392+70 to Sta. 432+80) and (Sta. 1303+00 to Sta. 1334+50). Information at hand indicates we will have the BLM file 48801 necessary for the first listed passing bay by January 29, 1976, the bid opening date; also, we anticipate having acquisition of the rights for the second listed passing bay, BLM file 48835, by April 1, 1976.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6, paragraph 7h, that the contractor will not be allowed to enter upon the properties between the stations listed above prior to April 1, 1976 unless otherwise authorized in writing by the engineer to enter at an earlier date. This notification will be given at the earliest date possible.

JOSEPHINE COUNTY PLANNING OFFICE

Grants Pass, Oregon [illegible]
Area Code 503-476-8201
Planning Director David R. Brashears

TO: BOARD OF COUNTY COMMISSIONERS

FROM: PLANNING STAFF

SUBJECT: REPORT OF ACTION TAKEN AT DECEMBER 18 MEETING.

DATE: DECEMBER 19, 1975.

1. By a 3-1 vote, postponed to January 8, 1976, for a clarification of the law concerning "Open Space Land" designation for property located in the SR-5 (Suburban Residential) District and bordering on the north side of the Caves Highway in Area III. (Applicant - Alfred Smith)

2. By a 3-1 vote, postponed to January 8, 1976, a request for "Open Space Land" designation for property located in the SR-5 (Suburban Residential) District fronting on Sherier Drive in Area III. (Applicant - Robert Morgan)

The applicant for item one did not appear. The discussion of item two revealed many complexities and ambiguities inherent in the "Open Space Land" law. The Planning Commission believed that further clarification and perhaps an opinion from the Attorney General were required prior to action on this matter. A policy relating to geographic locations, types of uses, non uses, etc. were regarded as central to this issue.

3. By a 3-1 vote, approved a request for a Special Provision in the SR-5 (Suburban Residential) District for gravel removal and a Rock Crushing operation, limited to daylight hours and contingent on DEQ and Wildlife Commission approval and the approval of all applicable agencies. (Applicant - Oregon State Highway Division)

The Planning Commission believed that agencies involved in regulating gravel operations and the stringent requirements of the DEQ and Wildlife Commission were sufficient to offset the undesirable effects of this request on the residential area west of the site.

4. Item 6.4 was withdrawn from the agenda by the applicant.

5. By a 4-0 vote, approved a Special Provision to establish a kennel on a 2.18 acre lot in the SR-5 (Suburban Residential) District with the condition that the kennel not exceed four (4) dogs over 9 months of age at any one time.

The condition was agreeable to the applicant, who wished to have recognition for his location as a place for show dogs and as notice to the area that he had a legitimate use on his property.

ck, Crusher Operation Gets Plan Nod

BURKE
ier Staff

ers are not d. ed threats of and veiled ribery, they ial provision e state high- remove and the Patton nois River at ursday night. ticians are getting their bribes through," Martin Page, 161 White Oak Drive, shouted at the planners in his opposition to the request. "But rest assured, if you pass this we'll file an injunction to halt it. There are sick people involved who can't stand dust and noise."

Earlier Jay Wilson from the Roseburg office of the highway division, outlined the proposed $1.5 million project to construct passing bays on the Redwood Highway between Hayes Hill and the California Border.

"The job will be let on a contract basis, he explained, "under a federal job opportunity program. About 20 to 40 local people will be employed with 73 per cent federal funding and 22 per cent state."

Wilson said the contract terms call for employing those local workers most in need of work as designated by the state human resources office.

He estimated there would be about 60,000 yards of gravel taken from the 22.44 acre parcel owned by the highway division. The job will take a maximum of 200 working days and will be completed in 1976. The contract for the job is expected to be awarded in January.

"I can't see any reason why anyone would not want to use this (gravel) [illegible] said Bob Hunter, a contractor who said he was going to bid on the job. "A contractor must comply with rules and regulations of the Department of Environmental Quality (DEQ); they take dust samples and if you are out of order, they'll close you down."

Ward Hall, Page's neighbor, said he was against he proposal because of the possible n[illegible] and dust. Wilson exp[illegible] at the dust is cut to a [illegible] either g[illegible] through cleaner bag [illegible] vacuum system. "T[illegible] water bath have to ha[illegible] ractor will taminant d[illegible] decon- [illegible] permit," he said.

"There w[illegible] enough dust to sp[illegible] grasshopper," said O. [illegible] Takima

(Con[illegible] Page 2A)

jest."

Page fired back, "I'm a teamster, too. We don't want no racket. If jobs are important, you get off your butts and look for it. But let's don't destroy the environment." Reminiscent of the late Senator Joe McCarthy, Page then waved a paper shouting, "I have a whole list of names which will file an injunction. They don't want it (the rock crusher) and we won't have it."

White Oak Drive is across and downriver nearly three-fourths of a mile from Patton Bar Road.

Planner Ted Markham calmly observed, "Because I feel the advantages in highway safety and other considerations far outweigh the temporary inconvenience, I move we grant the request with a proviso limiting the rock crushing operation to daylight hours."

Barbara Simensen, planning commissioner, voted against the motion because she felt daylight hours provided too long an operating period.

In a planning commission "first" two requests for "Open Space Land" designation were presented. Robert Morgan was the only applicant who appeared for his request to designate 4.65 acres of his 5.15 acre plot OSL, Southeast of Cave Junction.

Even though Morgan insisted he wanted the change for tax advantage purposes, George Trahern, county assessor, pointed out that the OSL designation does not affect assessed valuation nor amount of taxes.

"It is only a tax deferment," Trahern said. Although this is the first designation of its kind County Counsel Duane Schultz said, "The intent of the law is to preserve open space and to prevent urban incroachment. It is to be used as an application for a change in the comprehensive plan and designation of OSL is to be made at the planning commission's discretion.

"Any tax 'break' or change should not be consideration in granting the OSL designation. The designation is not a permanent change," Schultz concluded and can be changed or reverted to it original classification at any time."

Morgan insisted, however, that "Quote-unquote, nobody should have to pay the same amount of taxes for a rocky, useless piece of ground as land that can be used for something besides a house." He was obviously upset at the alleged bad treatment he'd had at the hands of assessors and building inspectors.

"I'd hardly bought the land," he stated, "when these people insisted on knowing what I was going to build. I was so angry I just told them, Quote unquote, I'm going to build a whorehouse!"

Planner Floyd Smith said, "We need more clarification on this law and the designation so I think we should postpone action on this and the other OSL request to our Jan. 8 meeting and I so move." His motion passed unanimously.

In the only other public hearing on the agenda, the planners granted a special provision request for establishing a kennel in an SR-5 district with the proviso limiting the operation to four dogs all over the ages of nine months.

Rock Crusher Operation Gets Pl

By WALLY BURKE
Of the Courier Staff

County planners are not easily intimidated.

Despite shouted threats of "Injunction!" and veiled charges of bribery, they okayed a special provision request from the state highway division to remove and crush gravel on the Patton Bar of the Illinois River at their meeting Thursday night.

"These politicians are getting their bribes through," Martin Page, 161 White Oak Drive, shouted at the planners in his opposition to the request. "But rest assured, if you pass this we'll file an injunction to halt it. There are sick people involved who can't stand dust and noise."

Earlier Jay Wilson from the Roseburg office of the highway division, outlined the proposed $1.5 million project to construct passing bays on the Redwood Highway between Hayes Hill and the California Border.

"The job will be let on a contract basis, he explained, "under a federal job opportunity program. About 30 to 40 local people will be employed with 78 per cent federal funding and 22 per cent state."

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"A contractor must comp
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(DEQ); they take du
samples and if you are out
order, they'll close you down
Ward Hall, Pa s neighbo
said he was against
proposal because of th

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o Rock Crusher

(Continued from Page 1A)

truck driver. "We need the work, and nobody asked these people to live there. A land owner has a right to do what he wants to do. These passing bays will be built, we need the work and there is plenty of skilled labor in the area, the best."

Page fired back, "I'm a teamster, too. We don't want no racket. If jobs are important, you get off your butts and look for it. But let's don't destroy the environment." Reminiscent of the late Senator Joe McCarthy, Page then waved a paper shouting, "I have a whole list of names which will file an injunction. They don't want it (the rock crusher) and we won't have it."

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In a planning commission "first" two requests for "Open Space Land" designation were presented. Robert Morgan was the only applicant who appeared for his request to designate 4.65 acres of his 5.15 acre plot OSL, Southeast of Cave Junction.

Even though Morgan insisted he wanted the change for tax advantage purposes, George Trahern, county assessor, pointed out that the OSL designation does not affect assessed valuation nor amount of taxes.

"It is only a tax deferment," Trahern said. Although this is the first designation of its kind to be brought before the planning commission under recent state legislation, Trahern said there were "seven to nine properties in the county with the OSL designation."

In an off-the-cuff interpretation of the new law, County Counsel Duane Schultz said, "The intent of the law is to preserve open space and to prevent urban incroachment. It is to be used as an application for a change in the comprehensive plan and designation of OSL is to be made at the planning commission's discretion.

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In the only other public hearing on the agenda, the planners granted a special provision request for establishing a kennel in an SR-5 district with the proviso limiting the operation to four dogs all over the ages of nine months.

#1330 25

FORM 81-734-3330

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon 97526
December 24, 1975

Keith L. Martin

FROM: KEITH L. MARTIN
Resident Engineer

SUBJECT: Hayes Hill - California Line
Redwood Highway
Josephine County

TO: Region Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Forwarded for your information is the local news paper account of the hearing to allow rock crushing on the Patton Bar.

I am also enclosing a copy of the report sent by the planning staff to the board of county commissioners. I was told a letter approving the variance was sent to your office. Would you please send a copy to this office for my records.

We are preparing the application to the State Land Board and should forward on December 30, 1975.

KLM:ml
Enclosures

cc: Elliot Parker
Earl Purdy
file (2)

REFERRED TO
Board Road
Cole Sample
Eriksen [✓ Watson] LW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
Terpin T
Scott
3 Swenson
R. Olsen
4 Trout

RECEIVED
DEC 30 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

RECEIVED
STATE HWY ENGR
JAN 6 '76
REFER TO
FOR
Info Inves R/O D.R. Sign Act File

ROSEBURG REGION
RECEIVED
DEC 26 1975

W

12-29-75

CC: J.H. Versteeg ✓
C.T. Keasey } Your info.

Bay #2 (Station 1303+00 to Station 1334+50)

To widen on east would require a ten foot shift in the centerline. The bay would be lengthened and the cost increased to provide connections to the existing roadway at each end.

No agricultural lands are involved. Vegetation consists of trees and brush.

FET:az

cc: Lyle Watson
J. X. Wilson

#2330

29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 30, 1975

FROM: F. E. Terpin
Final Design Engineer F.E.T.

SUBJECT: Hayes Hill-California Line Section
Redwood Highway
Josephine County

TO: Memo to the Files

The following comments are made in response to a recommendation of the Illinois Valley SWCD that the widening be accomplished on the easterly side of the highway. The recommendation was made as a result of the A-95 review process.

Bay #8 (Station 183+00 to Station 209+00)

Widening exclusively on the east would require shifting the cneterline sixteen feet easterly, reconstruction of the existing roadway and displacement of a property owner. Vegetation on both sides of the roadway consists of brush, trees, etc. No agricultural lands are involved.

To connect back to the existing centerline it would be necessary to lengthen the construction thus increasing the right of way to be acquired and raising the cost of the project.

Bay #7 (Station 392+70 to Station 432+80)

The only right of way to be acquired is from the BLM (Station 405+00 to Station 423+00).

If widening were to be confined to the easterly side additional right of way would be required from Station 427+00 to Station 432+80.

No agricultural lands are involved.

Bay #5

Agricultural lands are on both sides of the roadway. The only right of way to be acquired is a slope easement from Station 858+75 to Station 867+50 and is not under cultivation. To eliminate the taking of a five foot shift in the centerline is required. This would require widening a bridge at Station 906+50.

Bay #4 (Station 1068+50 to Station 1095+00)

Bay #3 (Station 1108+30 to Station 1131+00)

No right of way to be acquired.

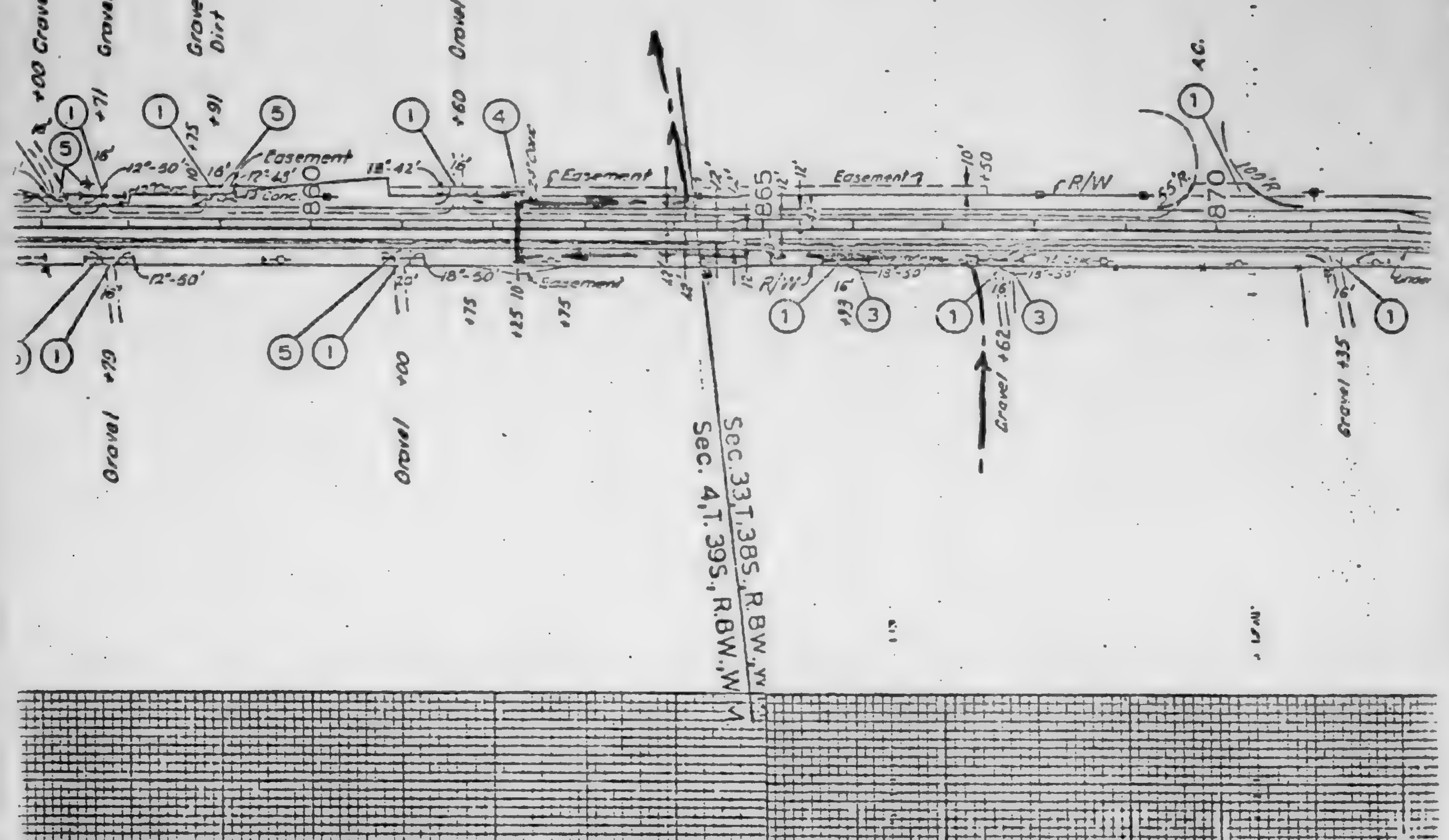
/ Versteeg ✓
A. Olson
Terpin
Scott
✓ Swenson
R. Olson
Trout

RECEIVED
DEC 31 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

12V-240

HAYES HILL-CALIFORNIA STATE LINE SEC. REDWOOD HIGHWAY JOSEPHINE COUNTY				SHEET No. 7
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	JQP-127(14)		See index



+00 Gravel
+71 Gravel
+91 Gravel Dirt
+60 Gravel
AC.
Easement
12°-50'
12°-45'
18°-42'
Conc.
860
865
870
Easement
R/W
55'R
100'R
+50
12°-50'
18°-50'
13°-30'
R/W
+79 Gravel
+00 Gravel
+75
+25
+75
Easement
+93
Gravel +62
Gravel +35
Sec. 33,T.38S.,R.8W.,W.M.
Sec. 4,T.39S.,R.8W.,W.M.
16' Dia. Cul.
Subgrade
18' Dia. Cul.
Subgrade
Emb. 812
Emb. 297

Illinois Valley
Soil and Water Conservation District

592-3731
Cave Junction, Oregon 97523 - Phone: 7100

December 15, 1975

Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer
Oregon State Highway Division
Salem, Oregon 97310

Fred B. Klaboe, Administrator & Highway Engineer

Gentlemen:

In reviewing your proposed highway project for widening the Redwoods Highway 199 in sections between Hays Hill and the California State Line; we note that the preliminary plans apparently do not include provisions for proper drainage. Water accumulating from properties adjacent to the highway east along Sauer's Flat south of Kerbyville Ghost Town, cannot flow into the natural outlet to the Illinois River. The unsatisfactory condition of the existing drainage is also a threat to highway safety.

We recommend that a thorough hydrology study be made of the existing condition of the present drainage system, as we feel now is the time to plan properly sized culverts to be installed at select locations to assure adequate drainage along the highway rights-of-ways.

Points of our main concern are located on your priliminary plan map: Sheet # 8 at Kerby log scale station between 865--970 mark; also # 9 sheet between 900 -- 895 section.

In all due respect, we urge that you will consider our views on this matter.

Very Truly Yours,

John W. Rossiter
John W. Rossiter, Chairman

JR/jw

cc: Jim R. King, Section Mgr.
State Soil & Water Conservation Commission

NOTED
J. E. CHIDSEY

xc: Gary Kennen 12-19-75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:CON

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 12, 1976

Gary Kennen

FROM: GARY KENNEN
Regional Utilities Engineer

TO: MEMO TO THE FILE

SUBJECT: Drainage Complaint
Hayes Hill-California Line Section
Redwood Highway
Josephine County

A meeting was held January 9, 1976, with a representative of the Illinois Valley Soil and Water Conservation District regarding their complaint letter of December 15, 1975. In attendance were:

Mr. Jack Sauer	I.V.S. & W. Conservation District
Keith Martin	OSHD
Jim King	OSHD
Don Fulk	OSHD
Gary Kennen	OSHD

We investigated the drainage at station 895 - 900 and found the highway culverts to be adequate. The real problem in this area is the lack of a suitable outlet ditch across Mr. Sauers property.

There is apparently a problem near station 865. (see attached sketch) An existing drainage ditch empties storm water into our roadside ditch at station 867+20. The water then flows southerly along the easterly highway ditch into the two 24" culverts at station 862+25. From this point, according to Don Fulk, there existed a natural drainage west into the Illinois River but, due to some private development in the area, this natural drainage has been blocked.

Sometime in the past the OSHD developed a new outlet at station 864+12, (with property owners permission). Don Fulk reports that the highway floods each year, due partially to the circuitous route of the existing drainage. It was suggested that an additional 24" culvert be installed at station 864+12 to help reduce the flooding problem.

The two existing 18" culverts under the road approach at station 865+93 are also inadequate and this approach is washed out frequently. It has been suggested that these 18" culverts be replaced with two 24" culverts.

GK/dd
Attachment

cc: Final Design ✓
Keith Martin
George Thornton
Jim King

#3330

25

Salem, Oregon
January 15, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Alfred Shirley
Region 3 Engineer

Drainage Complaint
Hayes Hill-California Line Sec.
Redwood Highway
Josephine County

The existing flooding problem at Station 865 on the Hayes Hill-California Line Section of the Redwood Highway cannot be included in the contract plans for this project. This project has been advertised and plans and specifications are in the hands of the bidders.

I would recommend the installation of an adequate sized culvert at Station 864+14 and a larger sized culvert at the road approach Station 865+93.

I would suggest that the resident engineer investigate the flooding problem in depth and do what is necessary to solve it within reasonable limits.

JHV:jh
cc: C. T. Keasey
F. E. Terpin

Versteeg
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

85[illegible]

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: J[illegible]-127(14)

STATE PROJECT NO.: Hayes Hill-Calif State Line

COUNTY NAME: Josephine

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: Title X (RF-73)

FROM:
G. L. Green, Division Administrator
Saelm, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 2'76
REFER TO [illegible]
FOR

Info	Inves	R/O	D/R	Sgn	Act	File
						✓

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/20/76

FEDERAL ROUTE NUMBER: Primary Route 17

STATE ROUTE NUMBER: Primary Route 25

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Pacific Power & Light Company's power line effective 2/20/76. Reimbursement on an actual cost basis estimated to be $4,701, Federal funds is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum dated 11/14/75 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the Pacific Power & Light Co. consisting of your Utilities and Railroad Engineer's letter, the Utilities 2/12/76 letter, and the plans and estimate furnished by Mr. Cartwright's 3/5/76 letter.

DATE: 3/22/76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-358

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

**OREGON STATE
HIGHWAY DIVISION**

P.O. Box 306
Grants Pass, Oregon 97526

April 1, 1976

Rogue River Paving Co. Inc.
P.O. Box 250
Medford, Oregon 97501

Re: Hayes Hill - California State Line
Redwood Highway
Josephine County
Contract #8330

Gentlemen:

Your request of March 16, 1976 to remove material from the source prior to June 15, 1976, is apparently in compliance with the specifications, as the water level in the river has dropped sufficiently to dry up water in the overflow channel inlet and outlet.

The concept of adding a dike to divert water from the overflow channel in case an unanticipated rise in the river did not meet with any objections from the Fish and Wildlife personnel, and will be allowed.

Trees which may be cut at the plant site will be marked. No other trees are to be cut without my permission.

Sincerely,

Keith L Martin

KEITH L. MARTIN
Resident Engineer

KLM:ml
cc: Region Engineer
Const. Engineer
Don Trout, Road Design Section ✓
Dept. of Fish & Wildlife
File (2)

Versteeg
Olson
Christensen
Scott
Swenson
[illegible]
/ Trout ✓

RECEIVED
APR 2 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Form 81-734-3122

8330 25

Salem, Oregon
April 7, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48977 - Sauer
Hayes Hill - Calif. Line Section
Redwood Highway
Josephine County

Attached is a description, an authorization and R/W prints covering additional R/W for the subject project, which was requested by the field through your office.

Your correspondence from Region 3 is also attached.

BY: Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

835 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. P-127 (14)

STATE PROJECT NO. Hayes Hill-California Line

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-73

COUNTY NAME Josephine

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 3/17/76

FEDERAL ROUTE NUMBER Primary Route 17

STATE ROUTE NUMBER Redwood Highway Route 25

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Redwoods Telephone Company's facilities effective 3/17/76. Reimbursement on an actual cost basis estimated to be $1,563.58 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum dated 11/14/75 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

We approve the agreement with the Redwoods Telephone Company consisting of your Utilities and Railroad Engineer's letter, the Redwoods Telephone Company 3/15/76 letter, and the plans and estimate furnished by Mr. Cartwright's 4/15/76 letter.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

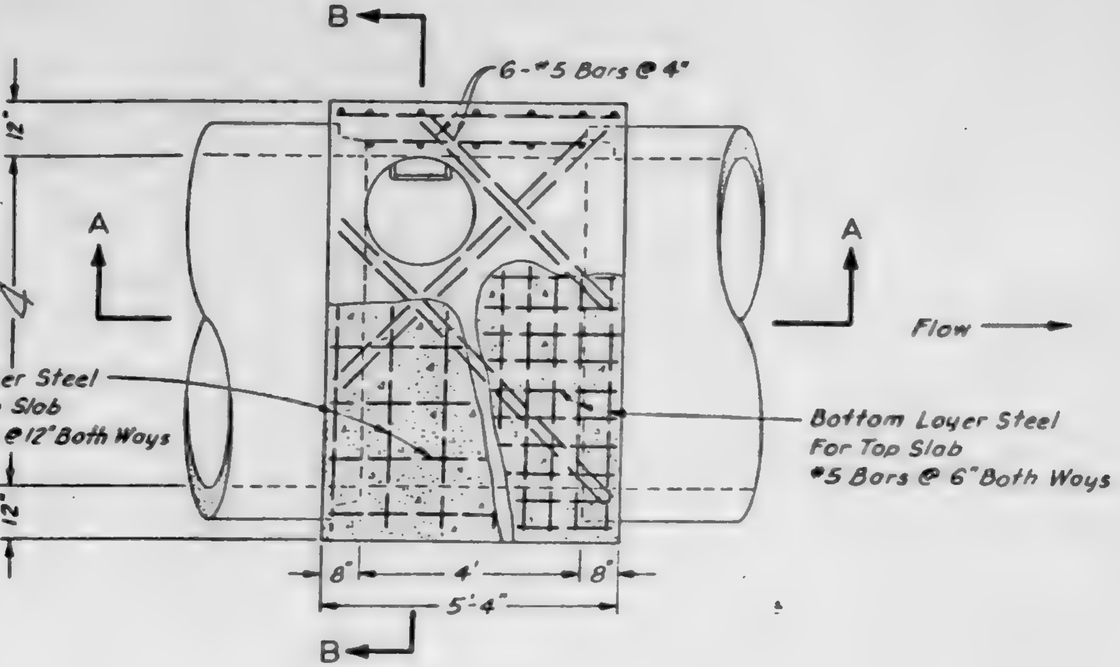
DATE 4/21/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-O-611-005


B
6-#5 Bars @ 4"
12"
4'
12"
A
A
Flow
Top Layer Steel
For Top Slab
#4 Bars @ 12" Both Ways
Bottom Layer Steel
For Top Slab
#5 Bars @ 6" Both Ways
8"
4'
8"
5'-4"
B

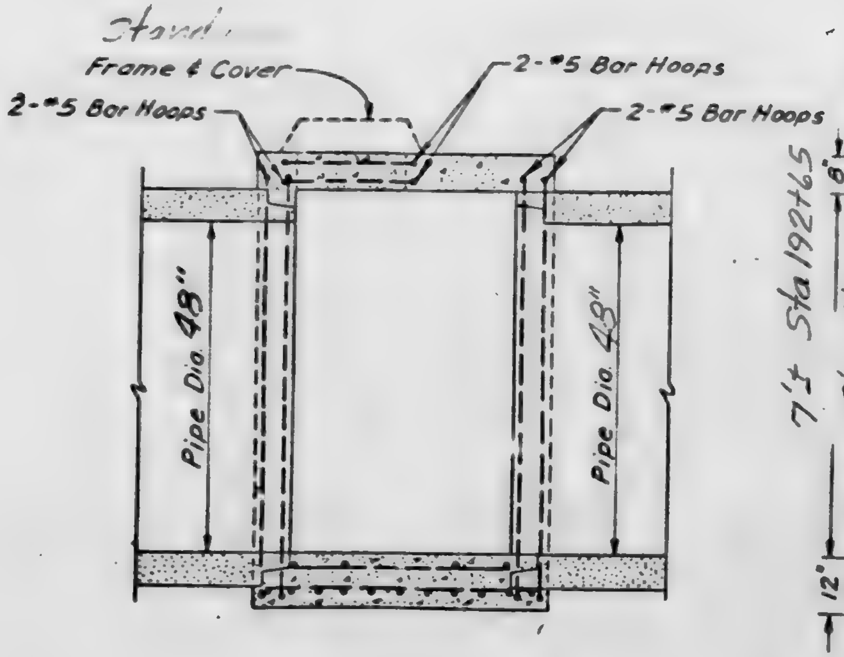
PLAN

1. All Reinforcing Steel Shall Be Placed 2" Clear Of Nearest Face Of Concrete Unless Otherwise Noted

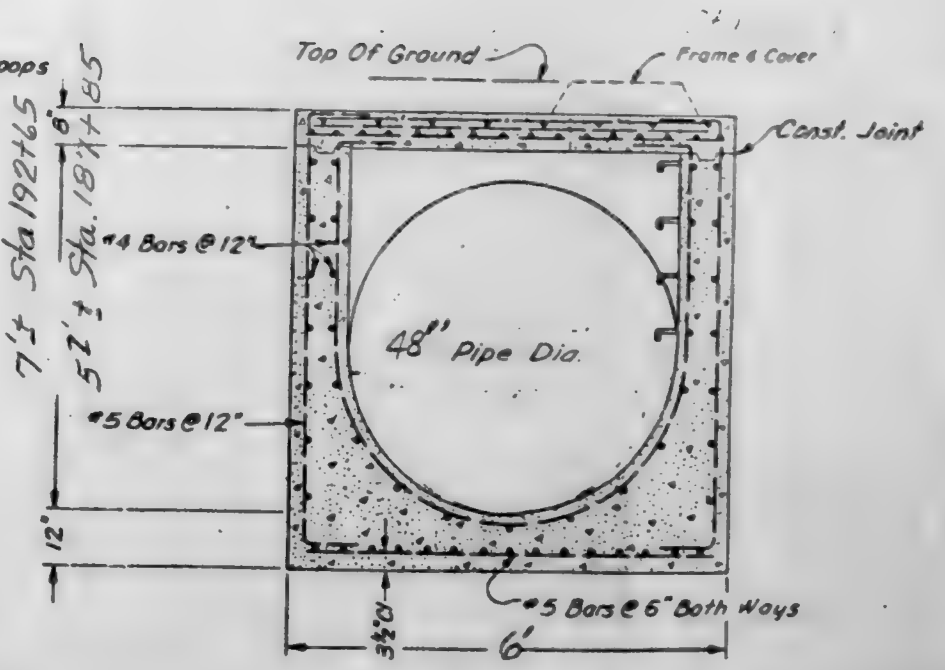
2. All Splices To Be 20 Bar Diameters

3. Frame, Cover, Cap, Steps And Risers For Details, See Drg Nos. 2050 & 2050A

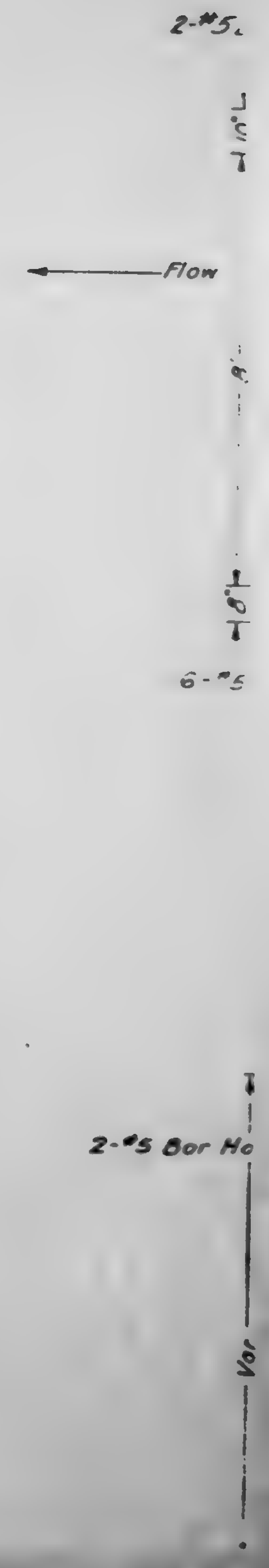
4. For Additional Pipe In Manhole Use #5 Hoop In Each Concrete Face Set To Lines & Grades Furnished By Engineer.


Stand.
Frame & Cover
2-#5 Bar Hoops
2-#5 Bar Hoops
2-#5 Bar Hoops
Pipe Dia. 48"
Pipe Dia. 48"

SECTION A-A


7'± Sta 192+65
5'2'± Sta. 187+85
Top Of Ground
Frame & Cover
Const. Joint
8"
#4 Bars @ 12"
48" Pipe Dia.
#5 Bars @ 12"
12"
#5 Bars @ 6" Both Ways
3'±
6'

SECTION B-B


2-#5
Flow
8"
6-#5
2-#5 Bar Ho
Var

#8330

25

Salem, Oregon
April 22, 1976

Lw.
Lyle K. Watson
Design Team Supervisor

Keith Martin
Resident Engineer

Hayes Hill-California Line
Redwood Highway
Josephine County

Enclosed is a detail of a manhole to be used on the subject section.

LKW:fw
Enc.
cc Alfred Shirley, Jr.

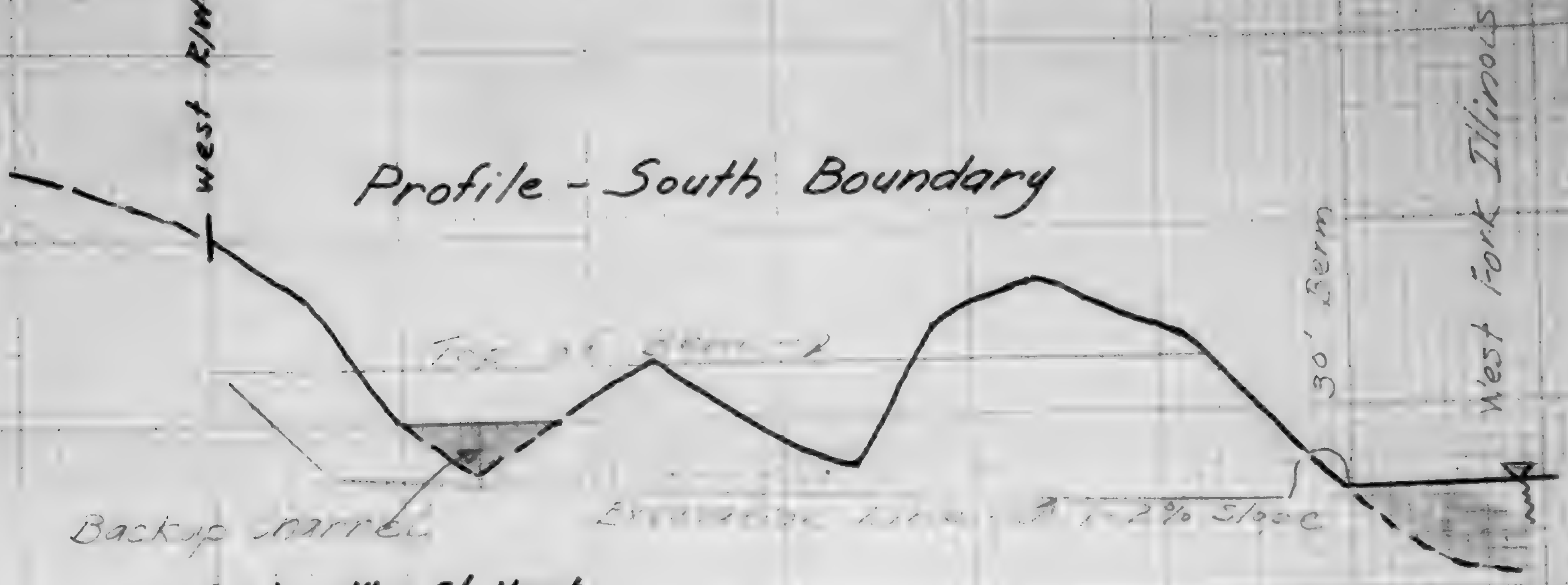
Versteeg
Olson
I Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
APR 23 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

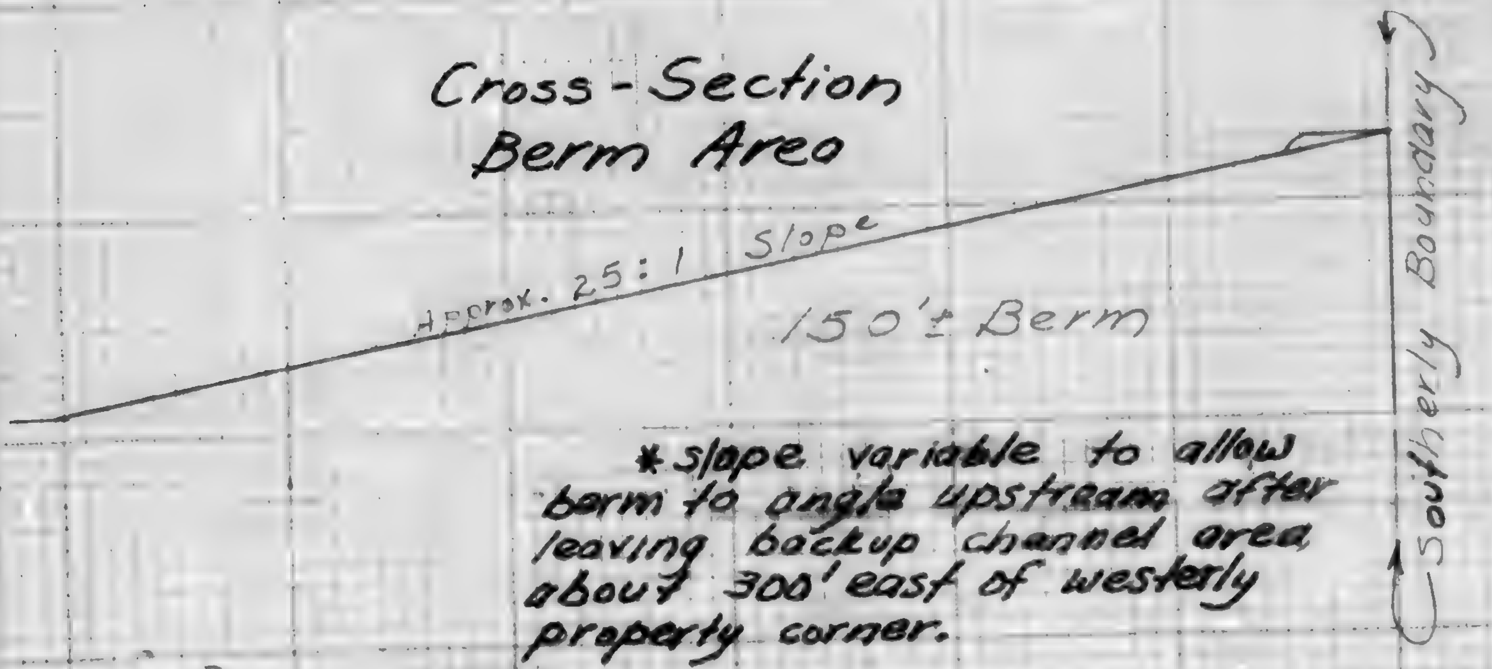
PATTON BAR

Profile - South Boundary


West R/W
Top of Berm →
30' Berm
West Fork Illinois River
Backup channel
Excavation Zone 3'±2% Slope

Scale: 1" = 5' Vert
1" = 100' Horiz

Cross-Section
Berm Area


Approx. 25:1 Slope*
150'± Berm
Southerly Boundary

*slope variable to allow berm to angle upstream after leaving backup channel area about 300' east of westerly property corner.

Job No.

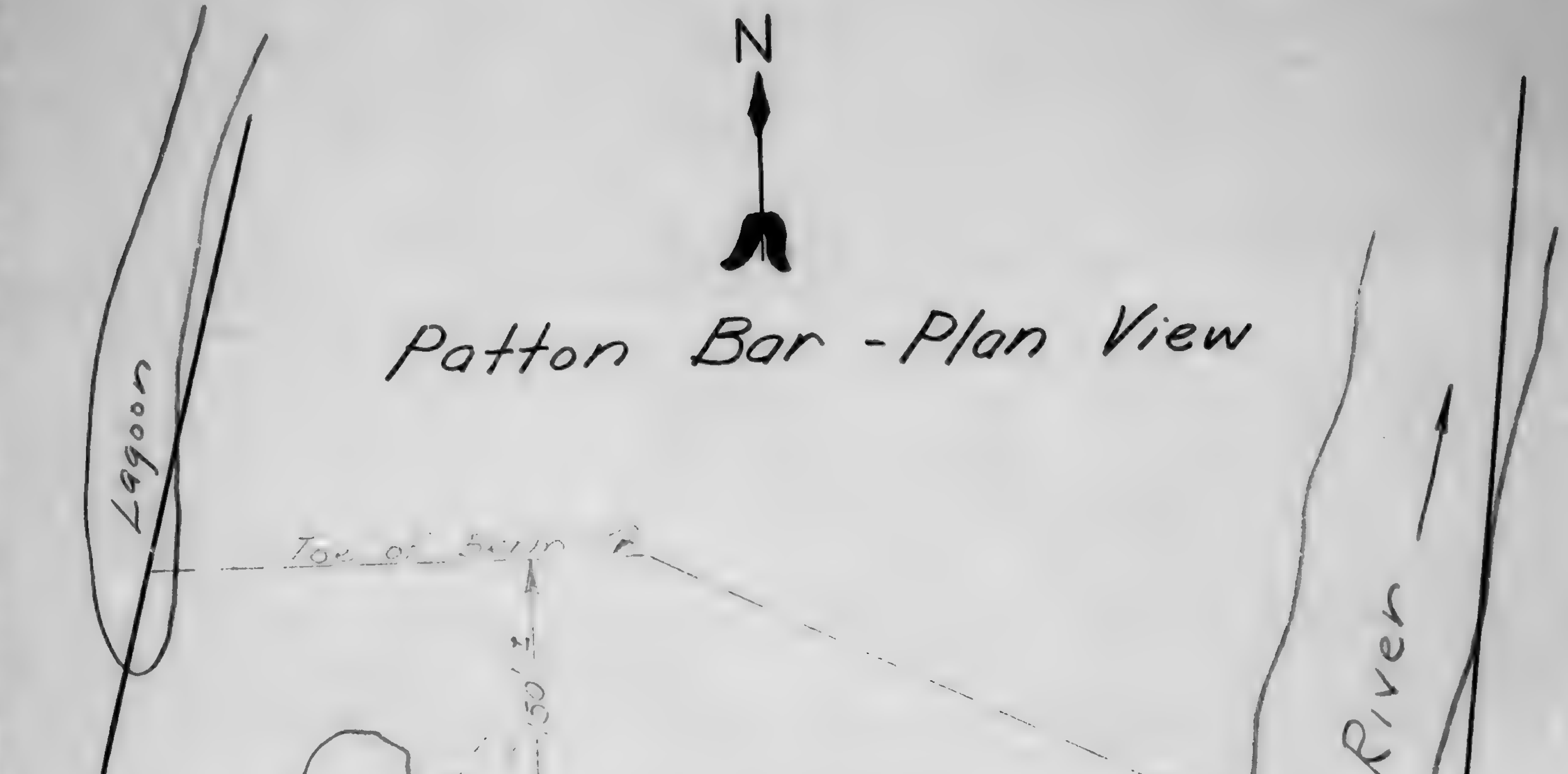
Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by

19



Patton Bar - Plan View

N
Lagoon
Toe of Berm
50'±
20' Haul Road
300'
295'
Backup Channel
West Fork Illinois River

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Hayes Hill - Calif. Line Sec.
Patton Bar Removal Permit

DATE: 23 April 76

TO: Don Trout
Design Office Engineer

FROM: Mike Anhorn
Grants Pass

Enclosed are two sketches to show what we have come to agreement on with the local Fish & Wildlife Commission. The main features are that they allow us to slope the berm on 20-25 to 1 slope so we in essence can take half the material. Plus as indicated by the Plan sketch we can angle the berm to the intersection of boundary & river after leaving the backup channel area. Is this enoug info. to revise permit.

Mike Anhorn
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED

CC: __________ __________ (SIGNATURE) __________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

the berm will be approximately 20-25:1. As high water passes over the area the berm would have enough strength to prevent a breakthrough and cause the river course to change. The long gentle slope of the berm in the direction of flow should prevent erosion that would weaken the berm.

Your early review would be much appreciated.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Jim Lauman (w/attachment)
Alfred Shirley, Jr.
Keith Martin

5-11-76

April 28, 1976

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD No. 170
Material Removal Permit No. 2225
W. Fork Illinois River
Josephine County

The above permit issued on this project contains a special condition - No. 10 - that is of some concern in our planning for development of the site. The condition is that "A portion of Highway Division property 150 feet wide along the southern boundary of Patton Bar shall be left undisturbed." This was apparently requested by the Dept. of Fish and Wildlife.

Mr. Jim Lauman, Dept. of Fish and Wildlife was contacted earlier and his concern was that our development as planned might cause the river to change its course in the future and cause damage. We have reviewed the matter with our Hydraulics Engineer and have met on the site with the area representatives of the Department of Fish and Wildlife. As a result of these reviews we are proposing a new design for the southerly end of the bar - a copy is attached. We ask that you review this design and if acceptable issue a revision to Condition No. 10 on the permit. If not acceptable, please comment.

We would like to use as much of the material in the southerly 150 foot portion of the bar as possible. The newly proposed plan would allow us to use approximately half of the material originally planned for excavation. The new design proposes to slope the 150' southerly boundary area from the bottom of the planned excavation to natural ground at the southerly property line. This scheme is uniform on approximately the western half of that portion of the bar that covers the backup channel area. The berm would then taper from midpoint on the bar, south-easterly to the southerly porperty line. The slope of

HAYES HILL [illegible]
Redwood Highway,
Josephine County

State Force [illegible] Reinforcing [illegible]	$ 2.500.00

SUMMARY

Hayes Hill California State Line SECTION

PRICE AGREEMENT

Item	Unit	Quantity	Allowance	Total
Temporary Protection & Direction Of Traffic	All	All		All
Flagmen	Hour	200		200
Pilot Car	Hour	90		90

HAYES HILL - CALIF[illegible] [illegible] Section. R[illegible] Highway.

Bid Sheet ____ of ____

PRICE AGREEMENT

Item No.	Item & Quantity	Unit Price	Amount
1	All Req'd. For Temporary Protection & Direction of Traffic Lump Sum	$	$ 2,000.00
2	200 Hours For Flagmen Per Hour	$ 16.00	$ 3,200.00
3	[illegible] Hours For Pilot Car Per Hour	$ [illegible].00	$ 1,800.00
4	For	$	$
5	For	$	$
6	For	$	$
7	For	$	$
8	For	$	$
9	For	$	$
10	For	$	$

Form E-520

Total Amount of Bid $ 7,000.00

SUMMARY

Hayes [illegible] State Line SECTION

PRICE [illegible]

Item	Unit	Quantity	Allowance	Total
Wood Sign Post	All	All		All
Move Existing Sign	All	All		All

Hayes Hill-[illegible] Section. R[illegible] Highway.

Bid Sheet 1 of 1

PRICE [illegible]

Item No.	Item & Quantity	Unit Price	Amount
1	For [illegible] Lump Sum	$	$ 667.00
2	For M[illegible] Lump Sum	$	$ 605.00
3	For	$	$
4	For	$	$
5	For	$	$
6	For	$	$
7	For	$	$
8	For	$	$
9	For	$	$
10	For	$	$

Form E-520

Total Amount of Bid $ 1,272.00

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sta 0+00 to Sta.183+00

Sheet 3 of 3 Sheets

Section Hayes Hill Calif Line Sec.
Highway ________ County ________ Prefix ________
Length ________ Miles 3.47 Designer ________ Date ________

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Watering	M-Gal	266		8.00	2,128
Aggregate Base	Ton	10678		4.25	45,382
Asph. Conc "B or C"	Ton	2313		10.50	24,287
Asph. in Mix	Ton	150		90.00	13,500
Asph. Conc. "C" Mod	Ton	5549		11.00	61,039
Asph. in Mix	Ton	388		90.00	34,920
Cement additive in Mix	Ton	55		70.00	3,850
Tack coat	Ton	7		150.00	1,050
Extra For Appr.	Each	43		100.00	4,300

TOTAL $ 190,456

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE
Sta. 0+00 to Sta. 183+00
M.P. 41.69 to 38.22

Sheet 2 of 3 Sheets

Section Hayes Hill Calif. State Line Sec.
Highway Redwood County Josephine Prefix
Length 18,321.6 Miles 3.47 Designer SMK Date

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Temp. prot. & Direction of Traffic	All				5400
Clearing & Grubbing	All				5000
Removal of Struc & obstructions	All				1675
Permanent Signing	All				974
Gen. Exc.	Cu. yd.	10384		$2^{\underline{25}}$	23364
Tr. Exc.	Cu. yd	73		$10^{\underline{00}}$	730
Dt. Exc.	Cu. yd	62		$5^{\underline{00}}$	300
Finish Rdbd & Slopes	Mile	3.47			5,362
12" Culv. pipe	Lin. ft	258		$7^{\underline{50}}$	1935
18" Culv. pipe	Lin. ft	92		$12^{\underline{00}}$	1104
24" Culv. pipe	Lin. ft.	38		$20^{\underline{00}}$	760
30" Culv. pipe	Lin. ft.	8		$25^{\underline{00}}$	200
36" Culv. pipe	Lin. ft.	6		$36^{\underline{00}}$	216
Guard Rail Type 2A	Lin. ft	1450		$8^{\underline{00}}$	11,600
Guard Rail Type 3	Lin. ft.	200		$15^{\underline{00}}$	3000
Guard Rail Anchor Type-1	Each	12		$300^{\underline{00}}$	3600
Guard Br Conn.	Each	8		$300^{\underline{00}}$	2400
Guard Rail End piece "C"	Each	12		$130^{\underline{00}}$	1560
Setting Mail Box Post	Each	8		$25^{\underline{00}}$	200
Traffic Delineators	Each	218		$10^{\underline{00}}$	2180

TOTAL $71,560

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE
Sta. 0+00 to Sta. 183+00

Sheet 1 of 3 Sheets

Section Hayes Hill Calif. State Line Sec.
Highway Redwood County Josephine Prefix
Length 18324.6 Miles 3.47 Designer Sills Date 5/7/76
Signed Title

Grading & Drainage		$ 71,560
Surfacing		$ 190,456
Extra Work		
Remove & Reinstall	$	
Exist. Entering Oregon Sign	$	
By State Force order	$ 2,500	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 264,516
TOTAL		$ 33,065
+12½% Engineering and Contingencies		$
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 297,581

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 3 of 3 Sheets

Section
Highway   County   Prefix
Length   Miles 1.13   Designer   Date

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Watering	M-Gal	75		8.00	600
Aggregate Base	Ton	2907		4.25	12,355
Asph. Conc "B or C"	Ton	617		10.50	6479
Asph. in Mix	Ton	40		90.00	3600
Asph. Conc. "C" Mod	Ton	1695		11.00	18645
Asph. in Mix	Ton	119		90.00	10,710
Cement additive in Mix	Ton	17		70.00	1190
Tack coat	Ton	2		150.00	300
Extra For Appr.		2		100.00	200

TOTAL 54,079

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section
Highway
Length ______ Miles 1.13 Designer ______ County ______ Prefix ______
Date ______

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Temp prot. & Direction of Traffic	All				1600
Clearing & Grubbing	All				700
Removal of Struc & obstructions	All				1000
Permanent Signing	All				298
Gen Exc.	Cu. yd.	3231		2^{25}	7,270
Tr. Exc.	Cu. yd	8		10^{00}	80
Ot. Exc.	Cu. Yd.	29		5^{00}	145
Finish Rdbd & Slopes	Mile	1.13			1750
12" Culv. pipe	Lin.ft	32		7^{50}	240
18" Culv. pipe	Lin. ft	24		12^{00}	289
24" Culv. pipe	Lin. ft.	8		20^{00}	160
30" Culv. pipe	Lin. ft.	—			
36" Culv pipe	Lin ft.	—			
Guard Rail Type 2A	Lin. ft	1075		8^{00}	9600
Guard Rail Type 3	Lin. ft.	100		15^{00}	1500
Guard Rail Anchor Type-1	Each	10		300^{00}	3000
Guard Br Conn.	Each	4		300^{00}	1200
Guard Rail End piece "C"	Each	10		130^{00}	1300
Setting Mail Box post	Each	1		25^{00}	25
Traffic Delinators	Each	-			

TOTAL 29, 156

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE
Sta. 209+00 to Sta 268+50
M.P. 37.73 To MP 36.60

Sheet 1 of 3 Sheets

Section Hayes Hill Calif. State Line Sec.
Highway Redwood County Josephine Prefix
Length Miles 1.13 Designer s/7/s Date 5/7/76
Signed Title

Grading & Drainage		$ 29,156
Surfacing		$ 54,079
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 83,235
TOTAL		$ 10,404
+12½% Engineering and Contingencies		$
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 93,639

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8330

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 26, 1976

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Hayes Hill-Calif. State Line Sect.
Redwood Highway
Contract No. 8330

TO: J. H. Versteeg
Road Design Engineer

As you know, favorable bids on the four Title X projects authorized for Oregon left some $330,000 balance and it was decided to extend the subject project by constructing improved shoulders on as much of the section as possible, still staying within the authorization total.

We now have, and I am forwarding to you, the location data for this added work. We will need design approval and addition to the FHWA program to proceed with this work.

Since our contractor is working, it is urgent that we obtain the necessary approvals as soon as possible. Please expedite.

CTK:fr

Att.

cc: Buzz Swan

25

Salem, Oregon
May 11, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Hayes Hill-California Line
Redwood Highway
Josephine County

C. T. Keasey
Construction Engineer

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

As requested in your letter of April 26, 1976, we have revised the subject project and attached are 10 sets of revised plans.

There is a balance of $374,764 of Title X funds remaining after the bids on the four projects. This includes $36,000 set up in the original contract for shoulder stabilization. Using 12-1/2% for engineering and contingencies, $333,123 is available for construction items.

The existing shoulders will be sub-excavated 16" and backfilled with 12" of aggregate base and 4" of Class "B" or "C" asphalt concrete mix and a 1-1/2" lift of Class "C" modified mix overlay of the existing pavement for a finished width of 32'.

The cost breakdown is as following:

Milepoint 41.69 to Milepoint 38.72

Grading and Drainage	$ 66,160
Surfacing	190,456
Temporary Protection and Direction	5,400
(Extra Work) Remove & Reinstall Existing "Entering Oregon" Sign	2,500
Engineering and Contingencies (12-1/2%)	33,065
	$297,581

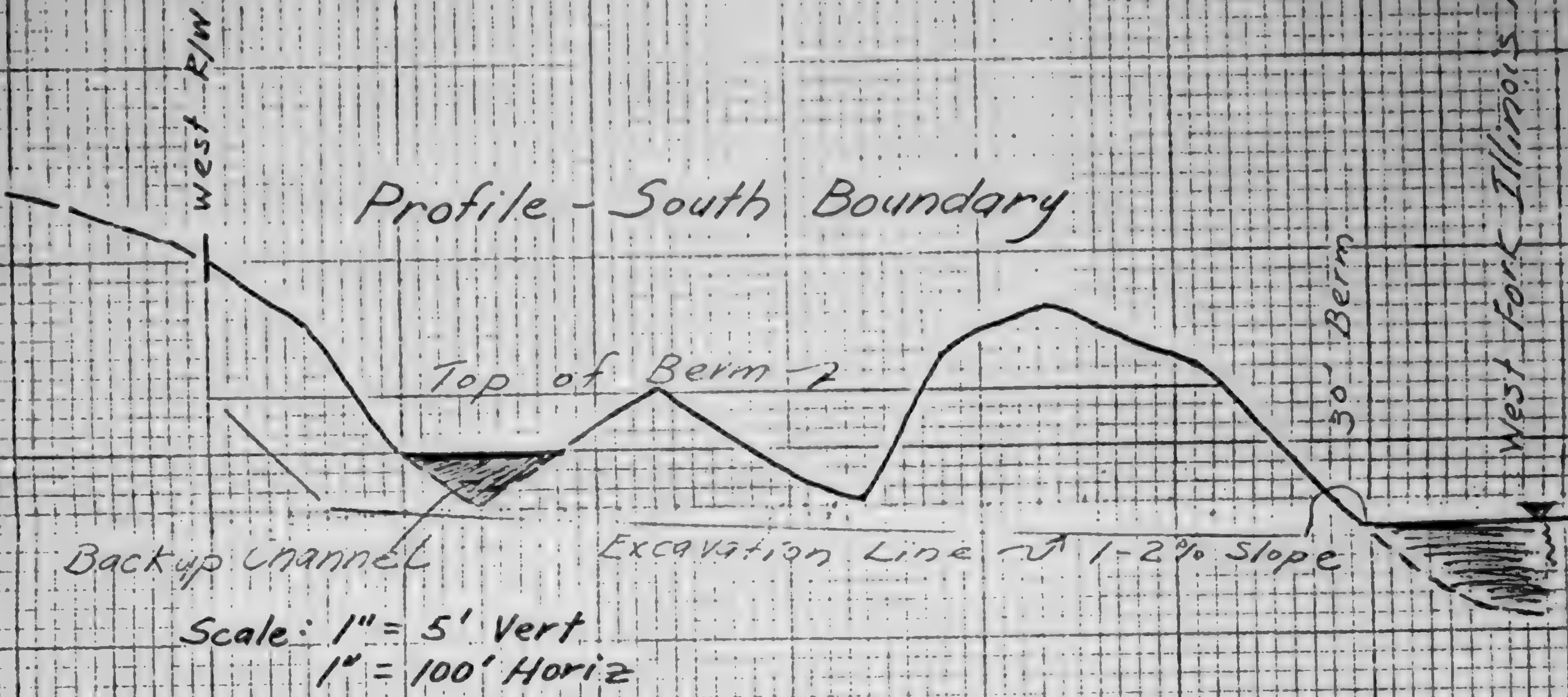
Milepoint 37.73 to Milepoint 36.60

Grading and Drainage	$ 27,556
Surfacing	54,079
Temporary Protection and Direction	1,600
Engineering and Contingencies (12-1/2%)	10,404
	$ 93,639

The total cost for the two units is $391,220.

DOC:jh
cc: Alfred Shirley
D. E. Swan (w/attachment)
L. K. Watson

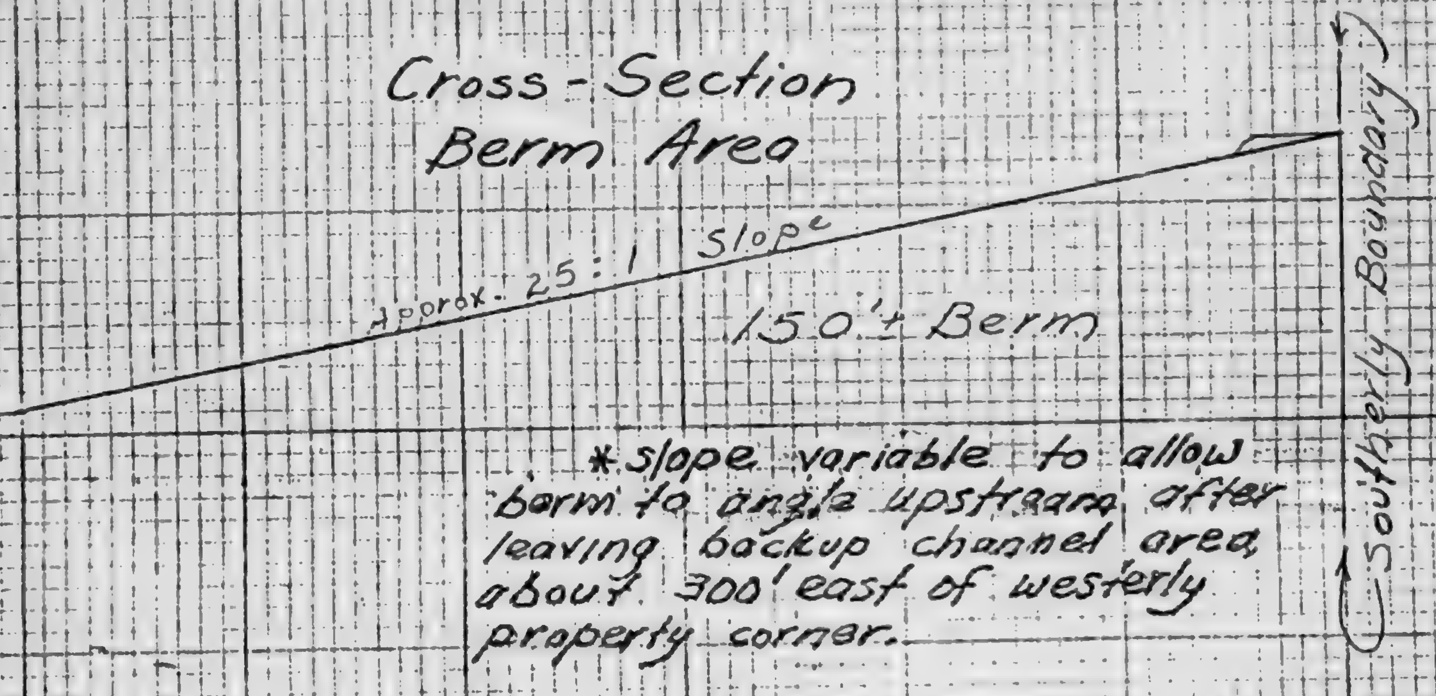
PATTON BAR



Profile - South Boundary

West R/W
Top of Berm
30' Berm
West Fork Illinois River
Backup Channel
Excavation Line 1-2% Slope

Scale: 1" = 5' Vert
1" = 100' Horiz



Cross-Section
Berm Area

Approx. 25:1 Slope*
150'± Berm
Southerly Boundary

*slope variable to allow berm to angle upstream after leaving backup channel area about 300' east of westerly property corner.

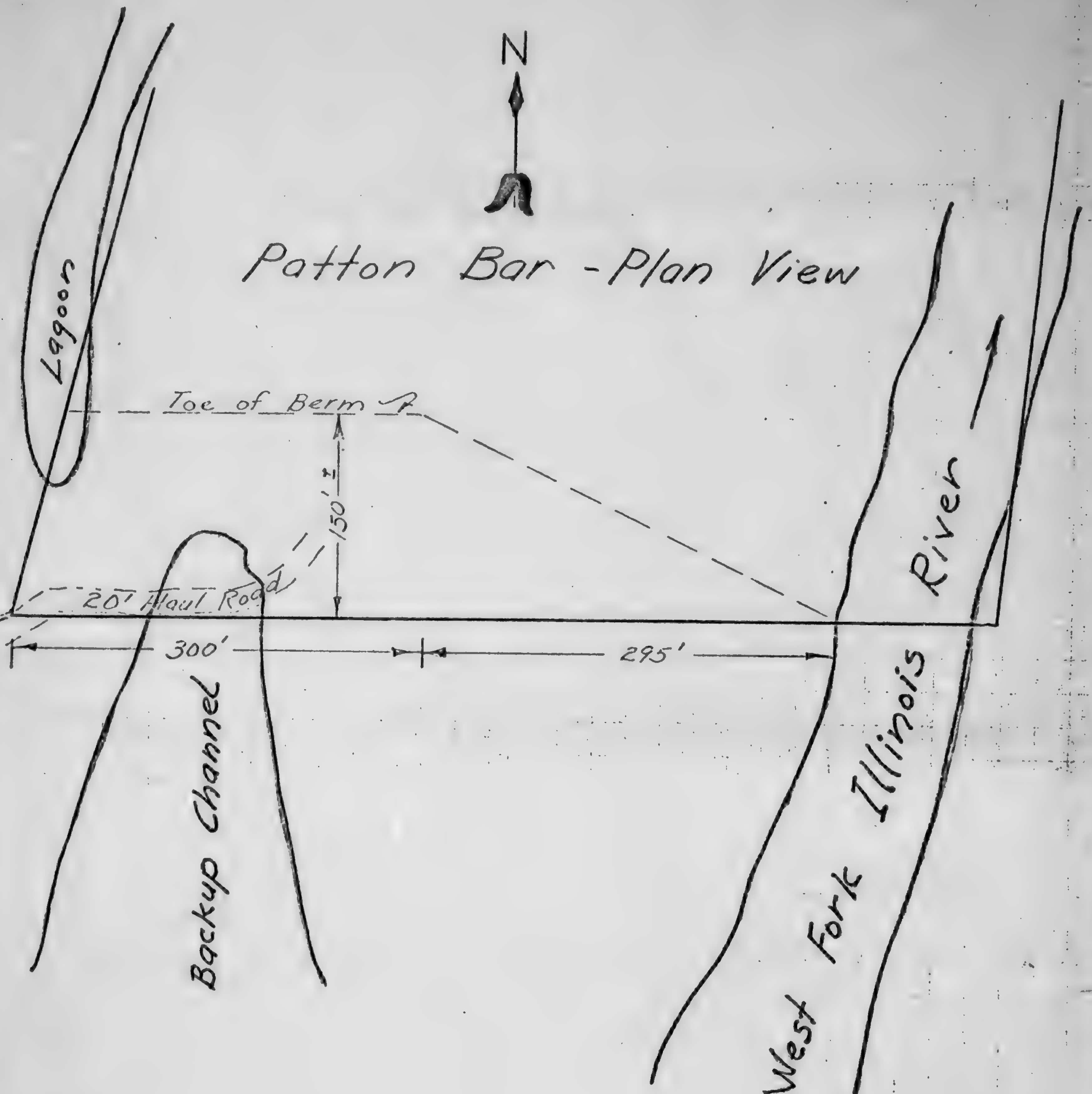
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by ...., 19...... Checked by ...., 19........ Backchecked by ...., 19........



Patton Bar - Plan View

N
Lagoon
Toe of Berm
150' ±
20' Haul Road
300'
295'
Backup Channel
West Fork Illinois River

OREGON STATE HIGHWAY DEPARTMENT

TO: Don Trout
Design Office Engineer

FROM: Mike Anhorn
Grants Pass

SUBJECT: Hayes Hill-Calif Line Sec
Patton Bar Removal Permit

DATE: 23 April 76

Enclosed are two sketches to show what we have come to agreement on with the local Fish & Wildlife Commission. The main features are that they allow us to slope the berm on 20-25 to 1 slope so we in essence can take half the material. Plus as indicated by the Plan sketch we can angle the berm to the intersection of boundary & river after leaving the backup channel area. Is this enoug info. to revise permit.

Mike Anhorn
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

the berm will be approximately 20-25:1. As high water passes over the area the berm would have enough strength to prevent a breakthrough and cause the river course to change. The long gentle slope of the berm in the direction of flow should prevent erosion that would weaken the berm.

Your early review would be much appreciated.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L Trout
Donald L. Trout
Design Office Engineer

DLT:jh
cc: Jim Lauman (w/attachment)
Alfred Shirley, Jr.
Keith Martin

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

4/29
Jn

April 28, 1976

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD No. 170
Material Removal Permit No. 2225
W. Fork Illinois River
Josephine County

The above permit issued on this project contains a special condition - No. 10 - that is of some concern in our planning for development of the site. The condition is that "A portion of Highway Division property 150 feet wide along the southern boundary of Patton Bar shall be left undisturbed." This was apparently requested by the Dept. of Fish and Wildlife.

Mr. Jim Lauman, Dept. of Fish and Wildlife was contacted earlier and his concern was that our development as planned might cause the river to change its course in the future and cause damage. We have reviewed the matter with our Hydraulics Engineer and have met on the site with the area representatives of the Department of Fish and Wildlife. As a result of these reviews we are proposing a new design for the southerly end of the bar - a copy is attached. We ask that you review this design and if acceptable issue a revision to Condition No. 10 on the permit. If not acceptable, please comment.

We would like to use as much of the material in the southerly 150 foot portion of the bar as possible. The newly proposed plan would allow us to use approximately half of the material originally planned for excavation. The new design proposes to slope the 150' southerly boundary area from the bottom of the planned excavation to natural ground at the southerly property line. This scheme is uniform on approximately the western half of that portion of the bar that covers the backup channel area. The berm would then taper from midpoint on the bar, south-easterly to the southerly porperty line. The slope of

APR

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

May 14, 1976

Rogue River Paving Co.
c/o State Highway Division
Design Section
Highway Building
Salem, OR 97310

Gentlemen:

Subject: Material Removal Permit 2225

This will confirm verbal notice of the Division's approval of the request outlined in Don Trout's letter of April 28, 1976, and the accompanying drawings.

Condition #10 of the permit is changed to allow removal from the southerly 150 foot portion of Patton Bar in accordance with those drawings.

Thank you for your cooperation in our waterway management program. Please call if you have any questions.

Sincerely,

William S. Cox

William S. Cox
Director

WSC: ms

cc: Dept. of Fish & Wildlife
Dept. of Environmental Quality
Soil & Water Conservation Commission
Water Resources Dept.
Oregon State Highway Division

Versteeg
Olson
[illegible]
Scott
Swenson
Savage
Trout T

RECEIVED
MAY 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

[illegible]

~~PRO 6-2~~

June 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. JOP-127(14)

We hereby request your approval of a minor program change to Item No. RF-73, Project No. JOP-127(14), "Hayes Hill- California State Line Section", as indicated below based on the fact that the project has been extended on the southerly end approximately 3.47 miles.

(1) Project Location and Termini: Changed to read "US 199, California State Line, N. 25.28 mi."

(2) Miles: Changed to read "25.28". (Work to be done on 6 separate locations for a total length of construction of 8.71 miles)

(3) Character of Proposed Work: Add "and overlay the existing facility (approximately between Stations 0+00 to 183+00 and 209+00 to 258+00) to provide 2-12' lanes with 4' paved shoulders."

A price agreement to cover the additional work will be submitted for your approval under separate action.

JLG:re

8330 1-5

Salem, Oregon
June 7, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49183 - Tellvik (DeJong - C.P.)
Hayes Hill - Calif. Line Section
Josephine County

Attached is a description, an authorization and R/W prints covering R/W for a loadometer scale site on the subject section.

This was requested by Region and Construction per the attached correspondence.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION	JOP-127(14) STATE PROJECT NO. Hayes Hill-California Line

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Josephine
	ITEM NO. RF-73	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22'76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 6/11/76	FEDERAL ROUTE NUMBER Primary Route 17 STATE ROUTE NUMBER Redwood Highway Route 25

GENERAL LOCATION:

US 199 California State Line north 25.28 miles.

GENERAL DESCRIPTION OF WORK:

Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/4/76 letter I approve the program change for the subject project as follows:

(1) Project Location and Termini: Changed to read "US 199, California State Line, N. 25.28 mi."

(2) Miles: Changed to read "25.28." (Work to be done on six separate locations for a total length of construction of 8.71 miles.)

(3) Character of Proposed Work: Add " and overlay the existing facility (approximately between Stations 0+00 to 183+00 and 209+00 to 258+00) to provide two 12' lanes with 4' paved shoulders.

DATE 6/16/76	SIGNATURE OF APPROVING OFFICIAL G. K. Hosener	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-085

#8330

25

Salem, Oregon
August 9, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49373 - Sauers
Hayes Hill - Calif. Line Section
Redwood Highway
Josephine County

Attention: Mr. John Oakes

Attached is a description, an authorization and R/W prints covering a drainage easement on the subject contract project, as requested by the field.

The description conforms to the Permit of Entry "Exhibit A", which is also attached.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Form E-373a(Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project HAYES HILL - CALIFORNIA STATE LINE Date August 5, 1976

Highway REDWOOD Contract No. 8330

County JOSEPHINE Kind of Work GRADING, PAVING, SIGNIN Contractor ROGUE RIVER PAVING CO., INC.

	Authorized	Estimated
Contract Amount	$1,079,853.25	$1,442,674.95
Anticipated Items	51,075.00	53,575.00
Contingency (4½%)	50,891.77	66,642.75
Engineering	90,474.26	118,476.00
Credits	----	----
PROJECT COST	$1,272,294.28	$1,681,368.70
	NET INCREASE $	409,074.42 = 32.2%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Price Agreement #8 (Project Extension) (U)	$350,021.70	+ $350,021.70
Signing S.F.O (Project Extension) (U)	2,500.00	+ 2,500.00
Contingency (on Project Extension) (U)	15,750.98	+ 15,750.98
Engineering (8% of Project Extension)	28,001.74	+ 28,001.74
Flagmen (C) (Bid Item #5)	25,600.00	+ 12,800.00

Principal reasons for overruns (Continue on reverse side): The original project limits are being extended. Price Agreement #8 which extends the project limits is the major reson for this overrun.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Michael O. Arkan
Asst. Resident Engineer

Noted by
Construction ~~or Bridge~~ Engineer

Confirmed by J. K. Wilson
Division Engineer

Noted by for H. S. Coulter
Deputy or State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8330

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 13, 1976

JB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hayes Hill-California State Line
Contract No. 8330
Request for Additional Authorization

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith form E-372 showing an expected overrun of $409,074.42, or 32.2 percent from the amount presently authorized on this project. This is one of the four Title X "Job Opportunities Program" projects currently underway. Rogue River Paving Company is the contractor and the revised project is about 75 percent completed. As originally contracted, the project covered intermittent widening to provide passing lanes and overlay paving on 6 separate sections over a 21.8 mile length of the Redwood Highway.

The progress of all four Title X projects has been carefully monitored as to their combined cost and when it was determined that all the available Title X funding would not be utilized (it was too late to contract any new such projects) reasonable and needed extensions of the ongoing work were explored. This has resulted in Price Agreement No. 8 on this project which extends the overlay and shoulder paving by 4.57 miles on the southerly end, extending it to the California line. This one change including normal engineering and contingency add-on accounts for about 97 percent of the requested overrun funding.

A rough draft letter to the Transportation Commission is attached. FHWA has approved the price agreement. About three-fourths of the price agreement amount is at new negotiated amendment type prices, total of which exceeds the Public Contract Board's 10 percent rule. It is interesting to note that 40 percent of the new pricing amount is actually below the contract prices (to recognize shorter haul distances and a mobilized operation). A rough draft presentation to the Public Contract Board is also attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
AUG 13 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JA[illegible]fr ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
Alfred Shirley, Jr.
L. W. Rulien
V. E. Skoog
George Bell

DATE: August 17, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hayes Hill-California State Line
Contract No. 8330

An overrun of $409,074.42, or 32.2 percent, is expected on this project. This is one of the four Title X "Job Opportunities Program" projects currently under way. The federal funding utilized is a special grant used in high unemployment areas. Rogue River Paving Company is the contractor and the revised project is about 75 percent completed. As originally contracted, the project covered intermittent widening to provide passing lanes and overlay paving on six separate sections over a 21.8-mile length of the Redwood Highway.

The progress of all four Title X projects has been carefully monitored as to their combined cost, and when it was determined that all the available Title X funding would not be utilized (it was too late to contract any new such projects) reasonable and needed extensions of the ongoing work were explored. This has resulted in Price Agreement No. 8 on this project which extends the overlay and shoulder paving by 4.57 miles on the southerly end, extending it to the California line. This one change, including normal engineering and contingency add-on, accounts for about 97 percent of the requested overrun funding. FHWA has approved the project extension and the price agreement.

Your approval is requested of the $409,074.42 increase to a new total authorization of $1,681,368.70. This matter will be on the agenda for your August 24 meeting.

which has resulted in a price agreement addition to this project, extending the overlay and shoulder paving by 4.57 miles southerly from the end of the project to the California line.

This extension is on a unit pricing basis using some 30 different work items, the total cost of which is expected to be $350,021.70. Of this amount, an estimated $252,626.00 is at new prices not included in the contract. This amounts to 23.5 percent of the original contract amount. Some of these new prices are at less than the contract bid prices for similar work due to shorter haul distances and the work force being already mobilized.

3. The additional work is very similar to the contracted unit of the original contract. It is expected to be performed this construction season and 78 percent of the cost is recovered from Federal funds not otherwise available. It is in the public interest to utilize this funding to the greatest extent possible.

4. This additional work also involves an overrun of our total project authorization exceeding the allowable 5 percent under our departmental regulations. A copy of our request for additional project authorization from the Transportation Commission is attached. The Federal Highway Administration approved this added work on August 13, 1976 and will participate in the cost as indicated above.

We respectfully request your consent to exceed the 10 percent amendment limitation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Att.

bc H. S. Coulter
C. T. Keasey
L. W. Rulien
Alfred Shirley

JAB:fr/ESH:ja

8330 1a

August 18, 1976

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Project Extension Amendment
Hayes Hill-California State Line
Contract No. 8330

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for an exemption to add additional work to this contract exceeding the 10 percent limitation of 10.150.

1. The subject contract was entered into in February of 1976. The project consists of intermittent widening on six separate sections to provide passing lanes and overlay paving within a 21.8-mile length of the Redwood Highway.

2. The contract amount is $1,079,853.25. This is one of four current Oregon highway contracts which were financed by a special grant of Federal funds for projects to alleviate unemployment in high unemployment areas. This was under what is known as the "Job Opportunities Program" funded under Title X by the U.S. Department of Commerce.

Late last year, Oregon was able to qualify four such projects under this program but the projects had to be committed by December 31, 1975. The progress of all four Title X projects has been carefully monitored, as the work was performed, so as to utilize the combined total of the special Title X funding that was available.

Based on actual costs being accrued under these projects, it was found possible to undertake some additional much needed work with the available Federal funding. Reasonable and needed extensions of the ongoing work were explored

OTHER

1.) Special parapet details for the R.C.B.C. extension at Station 898 + 50 were not necessary, but not determined until after the R.C.B.C. was constructed. Again, the survey crew did not catch this discrepancy.

Good inspection should resolve this type minor discrepancy.

Needs attention! 2.) No provisions were made for mail box turnouts.

3.) We have built three passing bays right up to narrow bridges at Deer Creek, Rough & Ready Creek, and Reeves Creek. We have received numerous complaints from local citizens as to the hazzard that this creates in foggy conditions. An especially bad condition has been created at Deer Creek where the passing bay just to the North will tend to exagerate an already hazzardous condition at the South end of the bridge. A heavy left-turn movement causes congestion just to the South of the bridge; the new passing lane will likely increase the speed of the South bbound traffic as they approach the left-turning traffic, resulting in a higher incidence of rear - end collisions. We have received numerous letters and oral complaints from Selma area residents who are very concerned about this situation.

Money is a problem here. Will try to get some way to fund.

Again money is restraint - Have to hope for minimal problems.

4.) An unstable subgrade and high water table in the Sauer's Flat area has caused trouble in obtaining a stable base and pavement. This area should have been completely rebuilt, probably, on a more firm subbase. We would expect many maintenance problems in this bay, relating to the poor drainage conditions.

5.) Failure to obtain Right-Of-Way for the Hayes Hill and Rough & Ready passing bays prior to award of the contract has resulted in holding the contractor up for an additional 2½ months past the date stated in the Special Provisions. This has set up the State for a potential claim for lost time of equipment, as the contractor had been moved in and prepared to work, and only a token amount of work could be done. The confusion also led to a stumpage charge from the B.L.M., as indications were that their land had been cleared at Hayes Hill.

B.L.M. Clearance needs to be secured before contract award.

6.) No provisions were made for Right-Of-Way or construction of a new scale site to replace the one being eliminated at Station 853. At this time, we have yet to acquire R/W to build a replacement.

Oversight that we do now need to resolve.

7.) Some of the driveways could not be built up to the standards required for by permits because of narrow R/W and steep approaches.

Pls. discuss w/ Dist. Engr. to see we end up with something we can live with.

RECEIVED
AUG 12 1976
ROAD DESIGN SECTION

1 Versteeg
Olson
2 Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5-8330

INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon 97526
August 6, 1976

Michael J. Anhorn
FROM: MICHAEL J. ANHORN
Asst. Resident Engineer

SUBJECT: DESIGN PROBLEMS
HAYES HILL - CALIF. ST. LINE
Redwood Highway
Josephine County
Contract #8330

TO: Alfred Shirley
Region Engineer
P.O. Box 1128
Roseburg, Oregon 97470

The follwoing is a list of design related problems encountered to date on the subject project:

DRAINAGE:

1.) Not adequate R/W width at Sauers Flat Passing Bay, Station 846 +00 to 906 + 30, for four lanes and two six feet shoulders and ditch section wide enough to accomodate winter runoff. In the area of Station 890 to 898, the farmer's field on the right is lower than proposed ditchline and outlet ditch, only alternative is to flood the field. Most of the local farmers have complained about our new 6" ditchlines, they expect their fields and driveways to be flooded.

Our responsibility ends with passing water received. If we change drainage, however, they we are obligated.

2.) At R.C.B.C., Station 898 + 50, no provisions were made for road approach pipes to drain into R.C.B.C. at either end. On the right side, we will probably need to punch a hole in the wingwall in order to allow it to drain into the box culvert.

Proper solution to obvious oversight

3.) Placing 18" culverts into 6" ditchline under road approaches is a problem in obtaining adequate cover for aluminum pipes.

Legitimate complaint that can you correct?

4.) Extension of cross-culverts makes is impossible to match new ditch lines. A ditchline can be lowered in some cases, but it is not possible to raise it.

In severe cases new x-pipes should be installed.

5.) Perforated pipe at Station 848 + 00 to Station 857 + 00 was eliminated as it appeared that it would only act as a sump; a good ditchline would be more feasible.

O.K.

6.) The gradeline of the 54" pipe at Granny Run Creek at the inlet end was higher than creek bottom by 2 to 3 feet. The survey crew did not catch this until after the pipe laying was finished. Also, Granny's Creek is fed by springs all along the length of the 48" pipe. This could result in erosion around the pipe and result in settlement and separation of the pipe sections. Also, the design of the two manholes for the 48" pipe had to be changed from those in the standard drawings in the plans as the Type A and B manholes are only designed for pipe diameters up to 36 inches. This probably resulted in an increase in cost as the change had to be negotiated on a change order.

a) Obvious error - our people are paid enough to catch this type of thing either in staking or inspection.

b) Perhaps a new std. for oversized M.H.'s can be developed.

8-9-76
CC: Keith Martin
J.H. Versteeg - Info.

#4

#233C 25

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 13, 1976

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Design Problems
Hayes Hill-California State Line
Redwood Highway
Josephine County

The contract plans for the passing bay project were worked up with a minimum of information and in a limited time. In some cases additional right-of-way should have been obtained but there was not adequate time to do so. On projects such as this we are dependent on the resident engineer to come up with a reasonable and adequate finished project. This does place additional responsibility on the field crews to spot and correct errors and omissions.

I am concerned about the possible field flooding problem in the area of Stations 890 to 898 and hope that it was resolved. I would appreciate knowing if the narrow bridges at Deer Creek, Rough and Ready Creek and Reeves Creek at the end of the passing bays are a hazard to the highway user.

1 Versteeg ✓
2 Olson
3 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
AUG 19 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard Reed
Cole Sample
Eriksen ✓ Watson BW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ROSEBURG REGION
RECEIVED
AUG 1 [illegible] 1976

JHV:jh

8/18/76
J. H. Versteeg –
Narrow bridges may create hazard – we will study accident pattern following completion. Have received "flak" from the natives on this –
Bud

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE August 30, 1976

TO Virgil Wilson
Region R/W Supervisor

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Inquiry - Representative Cecil L. Johnson
R/W Adjacent to Twin Pines Motel, Cave Junction

Rep. Cecil L. Johnson from Grants Pass had an inquiry from a Mr. Homer Sutliff, 38548 Redwood Highway, Twin Pines Motel and Restaurant at Cave Junction, telephone 596-2958.

Apparently we have widened the cut bank adjacent to his motel and removed a hedge in order to make this widening. Would you please contact Mr. Sutliff at your earliest opportunity and determine the exact extent of the information he is seeking. I believe it relates to the liability of people backing over the cut bank. If you would contact him and make a report we will proceed to identify the responsibility for an answer. I would appreciate a fairly expeditious handling of this matter.

JBB:lb

cc: F. B. Klaboe
A. Shirley

RECEIVED
DOT OPERATIONS
AUG 31 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8 [illegible]

13

September 8, 1976

Mr. Homer Sutliff
38548 Redwood Highway
Twin Pines Motel
Cave Junction, Oregon 97523

Subject: Construction Project
Adjacent to Twin Pines
Motel and Restaurant

Dear Mr. Sutliff:

Representative Cecil L. Johnson of Grants Pass discussed your problem with me on August 30. Since that time our Regional Right of Way Supervisor in Roseburg has contacted you personally and discussed the problem which you brought to Representative Johnson's attention.

After Mr. Virgil Wilson's report I have reviewed the matter with our legal counsel. He indicates that the Highway Division has no responsibility as long as we remain on our own right of way.

We appreciate your concern in this matter, but it is the obligation of the adjacent property owner to solve the problem which you have envisioned. I am sorry I could not be of assistance to you in this matter. Please feel free to contact us if you wish further information. Our District Engineer in that area is Mr. George Thornton, 2692 North Pacific Highway, Medford, Oregon 97501; telephone 776-6004.

Sincerely,

J. B. Boyd
Right of Way Engineer

JBB:jk
cc: Representative Cecil Johnson

bc: R. L. Schroeder
Bud Shirley
George Thornton
Virgil Wilson
Jack Sollis

RECEIVED
SEP 9 1976
Office of
[illegible] State Highway Engineer

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8339
Order No. 6

Section HAYES HILL - CALIFORNIA STATE LINE
Date September 14, 1976
Highway Redwood
F.A.P. No. J01-127(14)
County Josephine
Prefix 17-1085
Account No. 260-06

Description of Work To Be Done: Remove existing "Welcome To Oregon" sign and reinstall 6 feet to 10 feet to the right.

Lower existing leads from detector loops to traffic counter at Station 19 + 50.

FHWA-C.A.E. ON APPROVED EFFEC. 9-13-76

Location by Station Numbers:

12 + 79	Sign
19 + 50	Wire Leads

Estimate of Quantities and Costs:

LABOR PLUS 20%	$1,750.00
EQUIPMENT PLUS 15%	750.00
TOTAL	$2,500.00

Explanation: Welcome sign will be too close to shoulder when widened through this area. The sign is being moved to reduce hazzards.

Leads from detector loops to counter are only buried 6 inches. The excavation in the area is to be 16 inches.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,272294.28
Present estimate of project cost, including $2,500.00 for work under this order	$1,681,368.42
Expected ~~under-run~~ over-run (amount)	$ 409,074.42
Expected ~~under-run~~ over-run (per cent)	32.2%

Space to right of this line is for use of Salem Office

Submitted by: KEITH L. MARTIN, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*79602-734

which has resulted in a price agreement addition to this project, extending the overlay and shoulder paving by 4.57 miles southerly from the end of the project to the California line.

This extension is on a unit pricing basis using some 30 different work items, the total cost of which is expected to be $350,021.70. Of this amount, an estimated $252,626.00 is at new prices not included in the contract. This amounts to 23.5 percent of the original contract amount. Some of these new prices are at less than the contract bid prices for similar work due to shorter haul distances and the work force being already mobilized.

3. The additional work is very similar to the contracted unit of the original contract. It is expected to be performed this construction season and 78 percent of the cost is recovered from Federal funds not otherwise available. It is in the public interest to utilize this funding to the greatest extent possible.

4. This additional work also involves an overrun of our total project authorization exceeding the allowable 5 percent under our departmental regulations. A copy of our request for additional project authorization from the Transportation Commission is attached. The Federal Highway Administration approved this added work on August 13, 1976 and will participate in the cost as indicated above.

We respectfully request your consent to exceed the 10 percent amendment limitation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Att.

bc H. S. Coulter
C. T. Keasey
L. W. Rulien
Alfred Shirley

JAB:fr/ESH:ja

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 18, 1976

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

Project Extension Amendment
Hayes Hill-California State Line
Contract No. 8330

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for an exemption to add additional work to this contract exceeding the 10 percent limitation of 10.150.

1. The subject contract was entered into in February of 1976. The project consists of intermittent widening on six separate sections to provide passing lanes and overlay paving within a 21.8-mile length of the Redwood Highway.

2. The contract amount is $1.079,853.25. This is one of four current Oregon highway contracts which were financed by a special grant of Federal funds for projects to alleviate unemployment in high unemployment areas. This was under what is known as the "Job Opportunities Program" funded under Title X by the U.S. Department of Commerce.

Late last year, Oregon was able to qualify four such projects under this program but the projects had to be committed by December 31, 1975. The progress of all four Title X projects has been carefully monitored, as the work was performed, so as to utilize the combined total of the special Title X funding that was available.

Based on actual costs being accrued under these projects, it was found possible to undertake some additional much needed work with the available Federal funding. Reasonable and needed extensions of the ongoing work were explored

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of Oregon Department of)
Transportation for contract amendment) CERTIFICATE OF ADOPTION
for Hayes Hill-California State Line) OF TEMPORARY RULE
Project Extension, Contract No. 8330)

The Board having found that an exemption from the requirements of competitive bidding on behalf of the Oregon Department of Transportation on a change order over the 10 percent limitation as set forth in OAR 10.150(b) for Hayes Hill-California State Line Project Extension, Contract No. 8330, will not encourage favoritism in awarding of public contracts or substantially diminish competition for public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Department of Transportation.

The Board having further found that the best interest of the Oregon Department of Transportation and the public will be served by the adoption of the exemption as a Temporary Rule, the Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5):

> The Oregon Department of Transportation is exempt from the 10 percent limitation of OAR 10.150(b) for the completion of Hayes Hill-California State Line Project Extension, Contract No. 8330.

Dated: September 30, 1976.

PUBLIC CONTRACT REVIEW BOARD

Lee Johnson, Chairperson

RECEIVED
STATE HWY ENGR
OCT 7 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

October 6, 1976

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Enclosed are copies of two Certificates of Adoption of Temporary Rules exempting the Department of Transportation from the 10 percent limitation of OAR 10.150(b) on the following projects:

Contract No. 8273
Chemawa Road-Hayesville
Drainage Revision Amendment,

Contract No. 8330
Project Extension Amendment
Hayes Hill-California State Line.

Sincerely,

Anna McNeil

Anna McNeil
Administrative Assistant

am
Enclosures 2

NOTED
E. S. HUNTER

cc. Keasey
Exc. Julien
Skoog
Fredrickson
Shirley
10-8-76

RECEIVED
HWY ENGR

OCT 7 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

B-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 29, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar workdays from 225 days to 298 days, within which to complete our Contract No. 8330, without the assessment of liquidated damages. The said contract is described as follows:

Hayes Hill - California State Line

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Request due to increase of Contract Amount.

Original Contract	$ 1,079,853.25
Price Agreement No. 8	$ 350,021.70

Increase represents an approximate 33 per cent or 73 calendar workdays.

Respectfully submitted,

Rogue River Paving Co., Inc.
Contractor

By Richard W Casey
Richard W. Casey, President

CONSENT OF SURETY

Date SEPTEMBER 29, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Pat Cellers
Attorney-in-fact
Pat Cellers

(SEAL)

TROMP & MCKINLEY INSURANCE
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8330 Contractor Rogue River Paving Company, Inc.

Highway Redwood

Section Hayes Hill-California Line

Kind of Work

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 35-day time extension of contract time because of added work (Price Agreement No. 8).

Recommended for Approval:

J. X. Wilson
Regional Engineer

for
Construction Engineer or Bridge Engineer

E S Hunter
Deputy State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*07865-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8330

Salem, Oregon
October 8, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hayes Hill-California Line
Contract No. 8330
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith a request from Rogue River Paving Company for an additional 73 calendar workdays, all because of work added by Price Agreement No. 8. This was a significant addition to the project in the amount of $350,021 covering the southerly extension of the project limits by 4.57 miles. The latest Weekly Report shows that the overall work is now 80 percent completed with an estimated completion date of November 1, 1976.

The 225 days allowed in the original contract will expire about October 19. Paving of the original project length is all completed and the guard rail on the original contract is about 70 percent complete. Paving was to be in progress on the project extension (P.A. 8) work this week. In other words, a significant part of the added price agreement work will actually be accomplished within the original contract time. I believe at the time the price agreement was negotiated our expectation was that the work would all be completed this season.

The contractor derived his 73 day request simply on a time-money basis. This has the appeal of simplicity and we often use this method to gain perspective on a time extension, but it is often not valid to derive the actual time necessary. In this instance, the requested 73 day extension in calendar workdays would go to about April 1 of next year. Instead of this, I recommend a 35 day extension of this time which would go to about November 23. If the project is not completed by then, we can reconsider. ✓

This is a federal-aid Job Opportunity project. A recommended extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8330

October 15, 1976

Rogue River Paving Company, Inc.
1133 S. Riverside
P. O. Box 250
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8330 for work on Hayes Hill-California Line Section on the Redwood Highway in Josephine County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 days is granted because of added work (Price Agreement No. 8). The original contract time will expire October 19. Much of the Price Agreement 8 work will be done by then and we are pleased that this has been accomplished. A 35-day extension goes to about November 23.

We believe the objective should be to complete the project this year and with a continued reasonable effort, this will be accomplished. If not, we will consider further extension.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

8330

PRO 6-2

November 5, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM: for ~~L.~~ W. Rulien
Program Management Engineer

SUBJECT: Minor Program Change
Project No. JOP-127(14)
Josephine County

We hereby request your approval of a minor program change to Item No. RF-73, Project No. JOP-127(14), "Hayes Hill-California State Line Section," as indicated below.

> Character of Proposed Work: Change " ---- (approximately between Stations 0+00 to 183+00 and 209+00 to 258+00) ----." To read " ---- to 258+00 and 793+00 to 846+00) ----."

JLG:dpy

cc: D. E. Swan

8330

11-5-76

LETTER OF APPROVAL AND/OR AUTHORIZATION

JOP 127(14)

STATE PROJECT NO.
Hayes Hill-California Line

COUNTY NAME
Josephine

PROGRAM NO.

ITEM NO.
Title X (RF-73)

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOV 12 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	11-5-76	Primary 17 Primary 25

GENERAL LOCATION:
U S 199 California State Line - north 25.28 miles.

GENERAL DESCRIPTION OF WORK:
Program change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-5-76 letter, I approve the program change as follows:

Character of Proposed Work: Change "____ (approximately between Stations 0+00 to 183+00 and 209+00 to 258+00)___." To read "---- to 258+00 and 793+00 to 846+00)---."

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-5-76	G. K. Hosmer for	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U. S. GOVERNMENT PRINTING OFFICE: 1970-O-[illegible]

Form E-589

Oregon State Highway Division

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☒ FATAL
☐ NON-FATAL

Date of Accident 10-8-76
Time of Accident 1:00 PM (A.M. or P.M.)
Name of Driver Jerrold Dean Sassee
Name of Deceased (if any) Same
Date of Field Investigation 10-11-76
County Jackson
Highway Name Crater Lake Highway
Highway Number 22 Route 62
General Location Crater Lake Highway approx 500' South of Dutton Road.
Mile Post 7:90
Posted Speed 55 MPH

Check Appropriate Items:

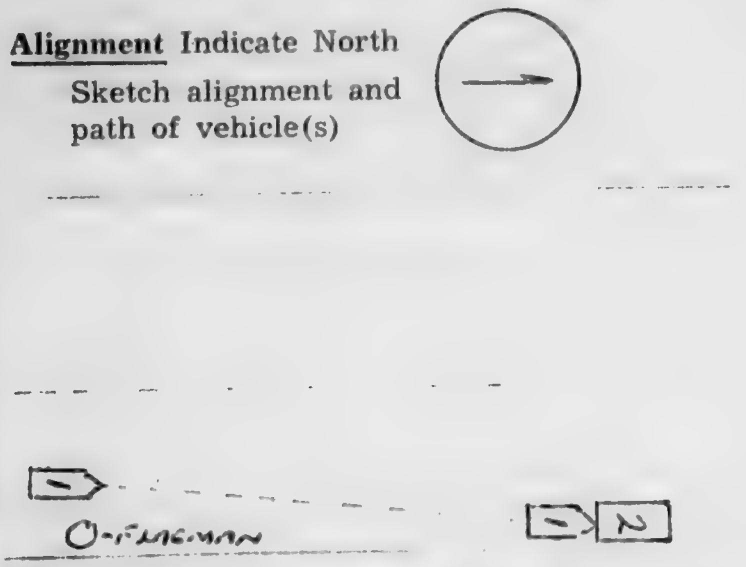
Type of Culture
- ___ Heavy
- ___ Moderate
- X Light
- ___ None

Surface Condition
- X Dry
- ___ Wet
- ___ Snow or ice
- ___ ___ (Other)

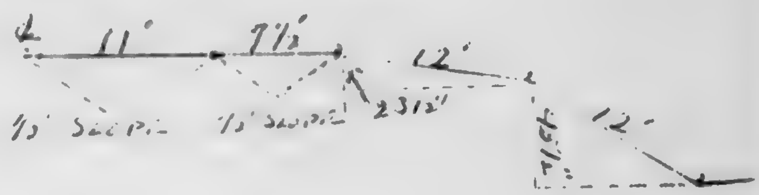
Grade (in direction of Vehicle's travel)
- X Level
- ___ Hillcrest
- ___ Approx. ___% descending
- ___ Approx. ___% ascending

Lighting
- X Daylight
- ___ Dawn or Dusk
- ___ Darkness Illum.
- ___ Darkness, non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)



Highway, X-Section
Sketch with dimensions



Description of Accident: Sassee vehicle was Northbound on Crater Lake Highway in a construction area, passed the flagman who displayed a slow sign, drifted onto the road shoulder (paved) and struck the roller which was rolling the newly paved shoulder. Car reeked of alcohol and ~~[illegible]~~ sheriff's department requested a blood alcohol test. Results not known.

(USE REVERSE SIDE IF MORE SPACE REQUIRED)

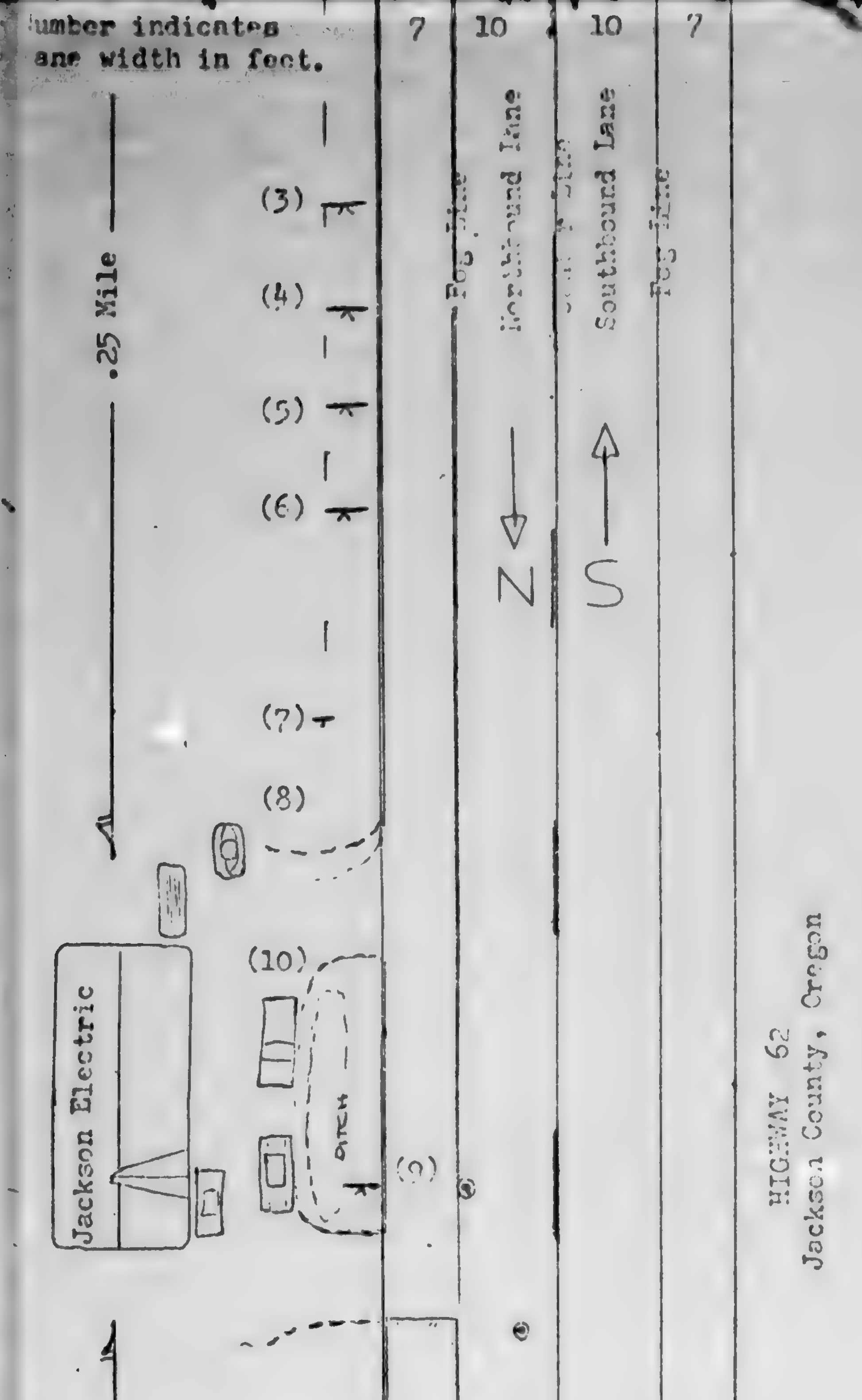
Distribution: Assistant State Highway Engineer
Maintenance Engineer
Traffic Engineer
Division Engineer
District Engineer

Investigator Bill Battaile
Bill Battaile

Title HMM 2

3-20-70

SP*82593-7


umber indicates
ane width in feet.
7
10
10
7
Fog Line
Northbound Lane
Southbound Lane
Fog Line
N
S
.25 Mile
(3)
(4)
(5)
(6)
(7)
(8)
(10)
(9)
Jackson Electric
Ditch
.2 Mile
(11)
(12)
BDE-506
(13)
(14)
(15)
(16)
(17)
12-401 (17 & 18
35'
(19)
HIGHWAY 62
Jackson County, Oregon

(5) ** Men Working

(6) ** Be Prepared To Stop

(7) * Two Way Traffic

(8) Jackson Electric
**(Abrupt Edge)

(9) **Abrupt Edge

(10) **Abrupt Edge (from J.E. lot)

(11) * Unlawful to Pass School Bus
When Red Lights Flash

(12) * Two Way Traffic

* = Sign / White rectangle
**= Sign / Orange 4X4 diamond with
high rise flags.

X = Flagman

Unit #1 distance between #1 & #2 = 32.5 Feet

Unit #1 Skid marks laid down extend behind rear tires 17.9 Feet

Unit #2 Rolling new asphault (blacktop)

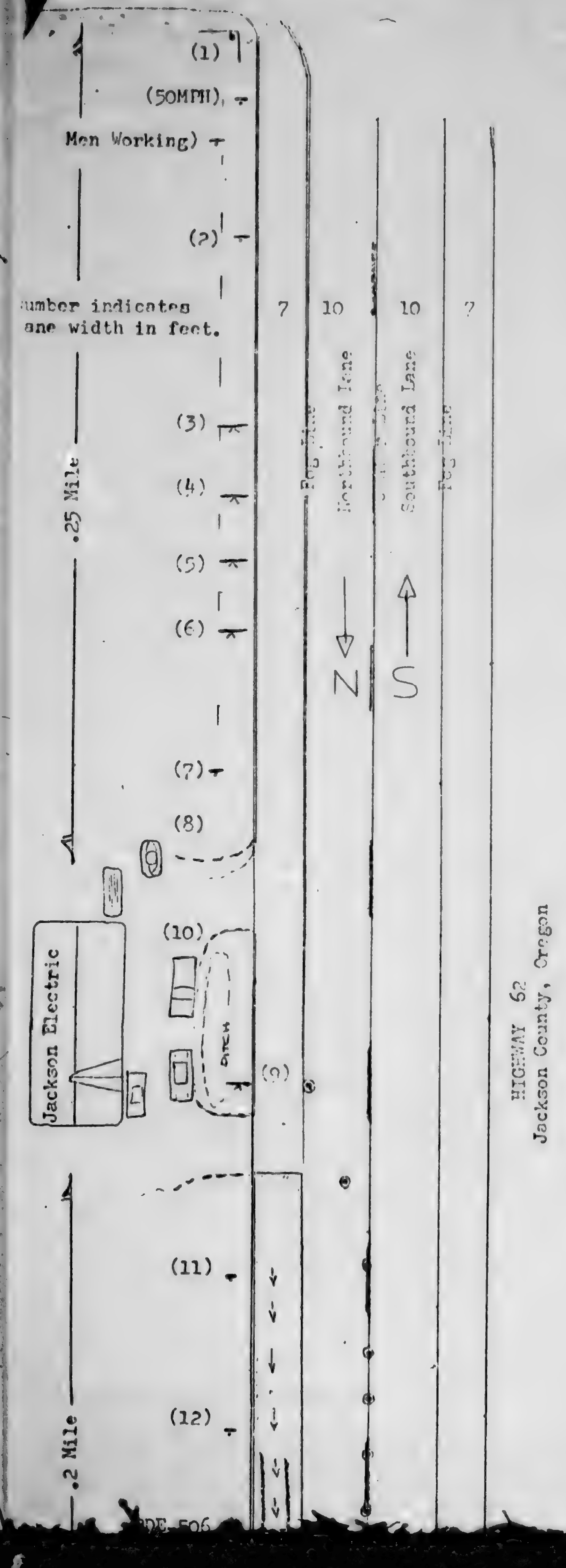
Lane Diversion cones ⊙

N

RE Walker 824

Jackson County Sheriff
Medford, Oregon

(SPTL)
(5-25)
(PP&P)
(P-66)
Pole Number


(1)
(50MPH)
Men Working)
(2)
Number indicates
lane width in feet.
7
10
10
7
Fog Line
Northbound Lane
Southbound Lane
Fog Line
N
S
(3)
(4)
(5)
(6)
.25 Mile
(7)
(8)
(10)
Jackson Electric
DITCH
(9)
(11)
(12)
.2 Mile
HIGHWAY 62
Jackson County, Oregon

CR# 7607632 / REW824

Photograph Sequence & Numbers

(1) Avenue "H" intersection with Highway 62, White City, Oregon
*V.A. Domicillary
* 50 MPH
* Men Working

(2) * Use Right Lane

(3) ** Road Construction Ahead

(4) ** Road Construction Ahead (closer)

(5) ** Men Working

(6) ** Be Prepared To Stop

(7) * Two Way Traffic

(8) Jackson Electric
**(Abrupt Edge)

(9) **Abrupt Edge

(10) **Abrupt Edge (from J.E. lot)

(11) * Unlawful to Pass School Bus When Red Lights Flash

(12) * Two Way Traffic

* = Sign / White rectangle
**= Sign / Orange 4X4 diamond with high rise flags.

X = Flagman

Unit #1 distance between #1 & #2 = 32.5 Feet

Unit #1 Skid marks laid down extend behind rear tires 17.9 Feet

Unit #2 Rolling new asphault (blacktop)

Lane Diversion cones ⊙

N

RE Walker 824

Jackson County Sheriff
Medford, Oregon

DUANE D. FRANKLIN
SHERIFF

SHERIFF'S OFFICE
JACKSON COUNTY, OREGON
SUPPLEMENTAL REPORT

CASE NO. 7607632

Octover 15, 1976 19

SUBJECT: Fatal MVA pp2

C.C. TO

STATEMENTS: Foreman: James D. Dempsey, 930, Freeman Road, Central Point, Oregon
I did not see the accident but flagman Casey was working at the time the accident occurred.

Operator #2: I was operating the roller at about 3 Miles per hour in a Northbound direction and was struck in the rear. There was nothing I could do.

Operator #1: None. Deceased.

Resident State Engineer: MAUDE, Bill Residenc State Engineer for the Oregon State Highway Department, Medford, Oregon.
602 Kings Highway, Medford, Phone:776-6001

All the signs are legally placed, with high rise flags, and are current with the Oregon code. The Orange signs are 4'X4' with ten inch lettering. The flagman was present. There is no evidence of violation of construction warning devices.

ACTION TAKEN: Deputy Hugh Crawford attended scene and made initial contacts. I arrived and took photographs of vehicles and road signs. Statements of Flagman, Foreman and Operator #2 obtained by Deputy Crawford. I obtained statement from Resident State Engineer.

Measurements were obtained by writer. I removed a loaded deer rifle from the backseat of Unit #1 and secured it for safekeeping. I then attended Providence Hospital where I spoke with the Father and Mother of the deceased. I was advised that Jerrold Dean Sasse was employed by Boise Cascade Wood Products, had worked the Graveyard shift, gone home, then went deer hunting, having no sleep in between work and leaving for hunting.

CITATIONS: There are no citations pending nor are there any criminal charges contemplated, the responsible in this case is deceased.

RE Walker Sgt.
Traffic Unit

S 103

DUANE D. FRANKLIN
SHERIFF

SHERIFF'S OFFICE
JACKSON COUNTY, OREGON
SUPPLEMENTAL REPORT

CASE NO. 7607632 Octover 15, 1976 19

SUBJECT: Fatal MVA C.C. TO

DATE AND TIME OCCURRANCE:	10-08-76, 12:20 Hrs.
LOCATION:	Highway 62, .45 Miles North of Avenue "H" White City, Oregon Jackson County
LOCATION SPECIFIC:	Northbound shoulder lane, North of Jackson Electric by .2 Miles, directly opposite Pole # SPTL/5-25/PF8P/P-66 by 35 feet.
VEHICLE # 1	1966 Ford CP, 2DR, bearing Oregon License BDE 506. Operated by:
OPERATOR #1	SASSE, Jerrold Dean, WMA, 10-25-47, 37 Tracey St. Eagle Point, Oregon
CONDITION OF ABOVE:	Unit#1, Total; front end distributed impact, FD-3, Steering wheel damage. Operator#1, Deceased at scene.
VEHICLE #2	Ingersoll-Rand (Pacemaster), TDA-54 SER.NO. 54TDA178 Equipment # 12-401 Engine Hours 1196.23 Roller-Vibrator, Yellow, weight 11 Tons.
OPERATOR #2	CASEY, Rickard Dennis, WMA, 07-01-52, 1299 Stevens St. Medford, Oregon
FLAGMAN:	CASEY, Gerald David, WMA, Ellendale Drive, Medford.
STATEMENTS:	Flagman; I was standing on Highway 62 just north of Jackson Electric. I was holding; SLOW sign, so that Northbound traffic could see it. I am employed by Rogue River Paving Company, POBX 250 Medford. I am employed as a flagman. I did not see the accident. The roller is rented from M.C. Linngers.

S 103

114. Weather (x) one	115. Road Cond. (x) one	116. Light Cond (x) one	117.	Unit 1	Unit 2	118. Traffic Control Devices	FIRST AID GIVEN BY:
☒ CLEAR	☒ DRY	☒ DAYLIGHT	Skidmarks to impact (ft.)	17.9	0	☒ YES ☐ NO	Eagle Point Ambulance
☐ RAINING	☐ WET	☐ DAWN or DUSK	Distance Travel'd after impact (ft)	32.5	0	Describe: Numberious	INJURED TAKEN TO Providence Hospital
☐ SNOWING	☐ SNOWY	☐ DRKNS/Lighted	Stated spd. before impact (MPH)	X	3	construction signs	BY: Eagle Point Ambulance
☐ FOG	☐ ICY	☐ DRKNS/Unlighted	Designated speed for area (MPH)	40	40		
☐ CLOUDY	☐ OTHER	☐ OTHER					
☐ OTHER							

WITNESSES:

NAME ____ RES. ADDRESS & PH. ____

NAME ____ RES. ADDRESS & PH. ____

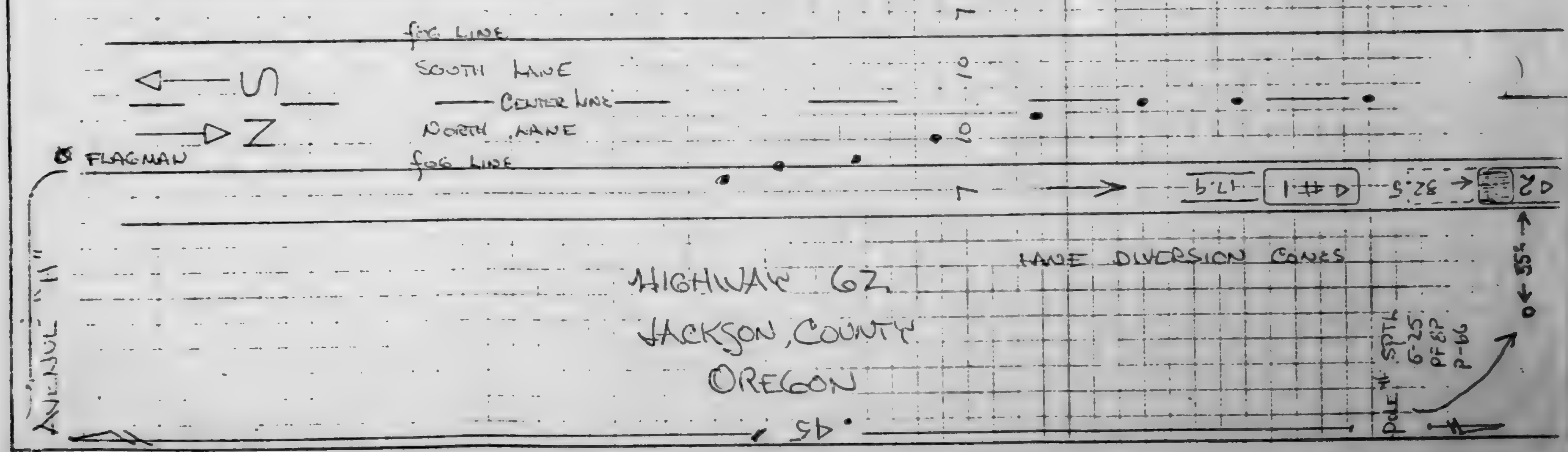
DRAW SKETCH:
INDICATE NORTH
(By Arrow)

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

Unit #1 headed North on Highway 62 failed to heed construction flagman and construction signs, rear-ended 11 ton heavy construction road roller.

Road roller was travelling North on shoulder when struck by #1.

Unit #1 rolled 32.5 feet to the South after striking Unit #2


fog line
S
SOUTH LANE
CENTER LINE
N
NORTH LANE
FLAGMAN
fog line
17.9
#1
32.5
2
55'
LANE DIVERSION CONES
HIGHWAY 62
JACKSON, COUNTY
OREGON
45
POLE # SPTL 6-25 PF 8P P-66
AVENUE "H"

SUPPLEMENTAL, IF REQUESTED:

TRAFFIC ACCIDENT REPORT – POLICE
TATE OF OREGON ☒ FATAL ☐ INJURY ☐ PROP. DAMAGE Dept. SHERIFF City MEDFORD County JACKSON Page 1 of ___ Pag

Case No. 7607632

Classification: 41919

2. Date Occurred 10-08-76
3. Time Occurred 12:20 ☐ AM ☒ PM
4. Reported Date 10-08-76
5. Reported Time 12:20 ☐ AM ☒ PM

1. ACCIDENT INVOLVED:
☒ One Other MV
☐ Two or More MV's
☐ Pedestrian
☐ Motorcycle
☐ Bicycle/Tricycle
☐ Fixed Object
☐ Non-Collision
☐ Animal
☐ Other
☐ City, County, State Property Damaged
Describe:

COMPUTER ENTRY:
Persons ☐ Vehicle ☐ Crime ☐ Property ☐
Booking ☐ LEDS ☐ NCIC ☐

ACCOMPANYING REPORTS:
Veh. ☐ Prop. ☐ Spec. ☐ Custody ☐ Person ☐ Continuation ☐

Distribution:

Do Not Write In This Space

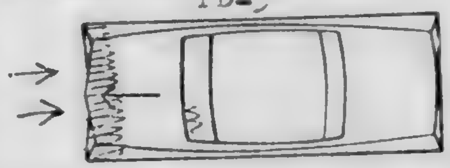
6. Location of Occurrence (Route No. or Name) Highway 62
7. At Intersection of (Route No. or Name)
8. If not at Intersection ☐ Feet .4 ☒ Miles N ☒ S ☐ E ☐ W ☐ (Intersecting highway or street, landmark or house no.) Avenue "H" White City
9. Mile Post
10. 2 Miles N ☒ S ☐ E ☐ W ☐ of Nearest City White City, Oregon

INJURY CODE: (Mark the first one that applies)
K – DEAD BEFORE REPORT MADE
A – INCAPACITATED - Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc.
B – NONINCAPACITATED – Lump, Abrasions, Cuts
C – POSSIBLE - Momentary Unconsciousness, pain, nausea, limping
D – NO APPARENT INJURY

SEAT BELT CODE: None installed - O; Lap Installed - L; Shoulder Installed - S; Airbag Installed - A; In Use - LL, SS, AA

UNIT No. 1 - MOTOR VEHICLE

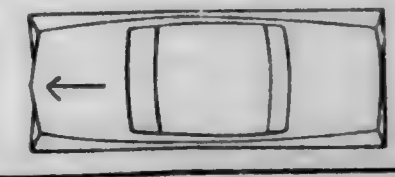
DR 11. FULL NAME (Last) SASSE, (First) Jerrold (Middle) Dean Computer #
12. Address 37 Tracey St. Eagle Point, Oregon
13. Sex M 14. Race W 15. D.O.B. 102547 16. Seat Belt L 17. X EJ. 18. Inj. K
19. Operator License No. 627690 20. Issuing State Oregon 21. Type (Specify) DR
22. Residence Phone 23. Business Phone
Seat 24. Occupant's Name Computer # 25. Address and Phone 26. 27. 28. 29. 30. 31.
32. 33. 34. 35. 36. 37. 38. 39.
40. 41. 42. 43. 44. 45. 46. 47.
48. Owner's Name and Address Same as above
49. Odometer Reading —
50. License No. PDE-306 51. License State Oregon 52. License Year 78 53. Veh. removed by/to Skaggs to lot
54. Vehicle year 1966 55. Make Ford 56. Model CP 57. Body Style 2DR 58. Color Lt Blue
59. Damage Scale FD-3



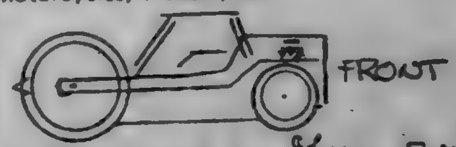
60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
Is Vehicle Drivable? ☐ Yes ☒ No

UNIT No. 2 - MOTOR VEH., OTHER

DR 61. FULL NAME (Last) CASEY, (First) Rickard (Middle) Dennis Computer #
62. Address 1299 Stevens St. Medford Oregon
63. Sex M 64. Race W 65. D.O.B. 070152 66. Seat Belt O 67. EJ 68. Inj. D
69. Operator License No. 70. Issuing State 71. Type (Specify)
72. Residence Phone 73. Business Phone
Seat 74. Occupant's Name Computer # 75. Address and Phone 76. 77. 78. 79. 80. 81.
82. 83. 84. 85. 86. 87. 88. 89.
90. 91. 92. 93. 94. 95. 96. 97.
98. Owner's Name and Address M.C. Lingers Hemrick Rd. Medford
99. Odometer Reading Eng. Hrs.
100. License No. None 101. License State None 102. License year None 103. Veh. removed by/to Rogue River Paving to lot
104. Vehicle year Unknown 105. Make Ingersoll Rand 106. Model TDA-54 107. Body Style Roller 108. Color Yellow
109. Damage Scale No Apparent



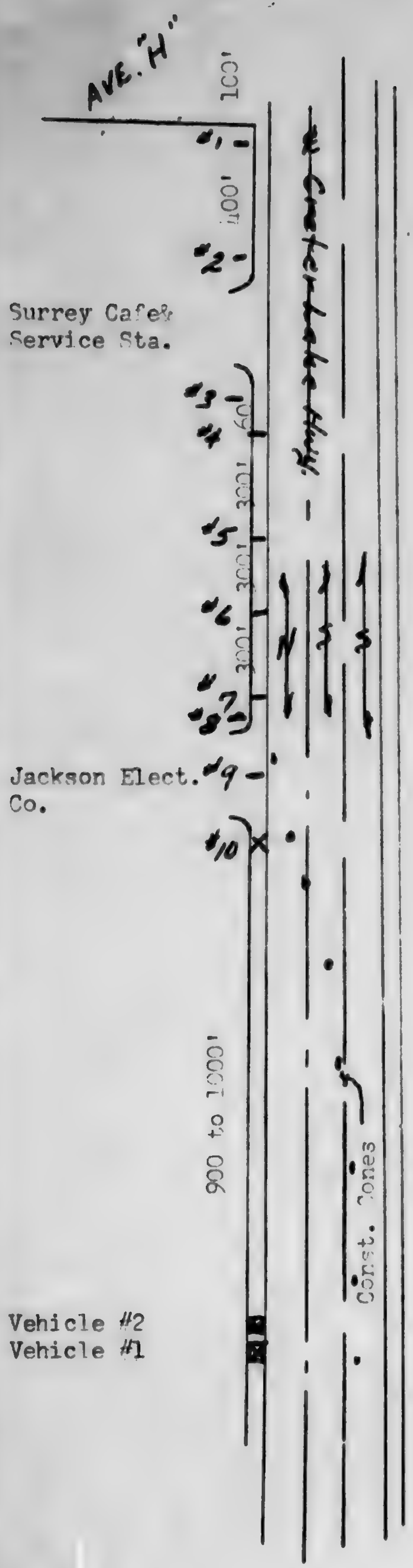
110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.



Is Vehicle Drivable? ☒ Yes ☐ No

111. Actions Taken (Citations, etc.)
112. Primary Cause
113. Secondary Cause

Reporting Officer(s) [illegible] 204 K. Crawford 417
Prec./Div. Patrol Relief/Shift Days Assn./Dist. North R/C Times ARR: CLR: Approved by:


AVE. "H"
100'
#1
400'
#2
Surrey Cafe&
Service Sta.
#3
60'
#4
300'
#5
300'
#6
300'
#7
#8
Jackson Elect.
Co.
#9
#10
℄ Crater Lake Hwy.
900 to 1000'
Const. Cones
Vehicle #2
Vehicle #1

SIGNS

#1 Rd. Const. Ahead,	orange,	post	mount
#2 Speed 35	"	"	"
#3 Men Working	"	"	"
#4 Rd. Const. Ahead,	"	ground	"
#5 Men Working	"	"	"
#6Be Prepared to Stop	"	"	"
#7 Flagman Ahead	"	"	"
#8 Two Way Traffic,	White	post	"
#9 Abrupt Edge	orange	ground	"
#10 Flagman			

Note: This report shows sign #7 as being Flagman Ahead and the Sheriff's report has the same sign as #6, Abrupt Edge. Also the distances do not totally agree between Ave. "H" and Jackson electric Co. lot.

Form E-589

OREGON STATE HIGHWAY DIVISION

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☒ FATAL
☐ NON-FATAL

Date of Accident Oct. 8, 1976
Time of Accident 12:20 (~~A.M.~~ or P.M.

Name of Driver Jerrold Dean Sasse
Name of Deceased (if any) Same

Date of Field Investigation 10/8/76
County Jackson

ighway Name Crater Lake
Highway Number 22
Route 62

eneral Location 0.5 mile north of Ave. "H" near White City

ile Post
Posted Speed Const. 35 mph

Check Appropriate Items:

Type of Culture
- ☐ Heavy
- ☑ Moderate
- ☐ Light
- ☐ None

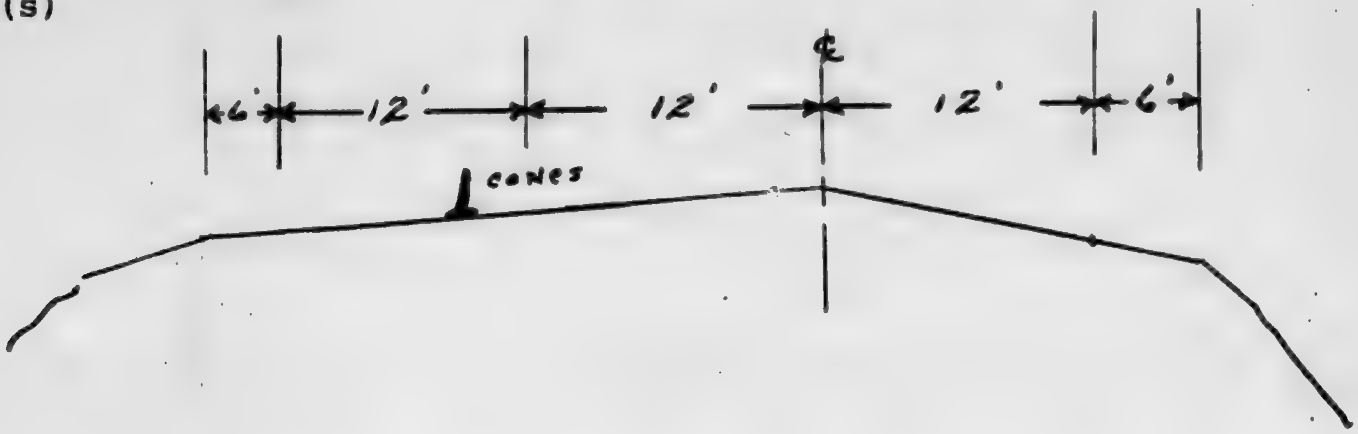
Surface Condition
- ☑ Dry
- ☐ Wet
- ☐ Snow or Ice
- ☐ (other)

Grade (in direction of Vehicle's travel)
- ☐ Level
- ☑ Hillcrest
- ☐ Approx.__% descending
- ☐ Approx.__% ascending

Lighting
- ☑ Daylight
- ☐ Dawn or Dusk
- ☐ Darkness Illum.
- ☐ " ,non-Illum.

lignment Indicate North
Sketch alignment and path of vehicle(s)

Highway, X-Section
Sketch with dimensions



escription of Accident: Vehicle #1 was making a final pass on the A.C. shld. paving, moving northerly at about 3 mph. Vehicle #2 did not heed the const. signing nor the flagman and eased to the extreme right shld. and rearended the roller (vehicle #1).

(Use reverse side if more space required)

istribution: Asst. State Hwy. Engr.
Maintenance Engineer
Traffic Engineer

Investigator Wm H. Maude

Title Resident Engineer

/20/70

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: TRA 3-3

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 8, 1976

Kipp D Osborn

FROM: KIPP D. OSBORN
Regional Traffic Engineer

SUBJECT: Supplemental Report
Vehicle Accidents Observed
or Investigated by Employees

TO: C. T. Keasey
Construction Engr.

NOTED
E. S. HUNTER

Herewith a Report of Motor Vehicle Accident Observed or Investigated by Employees, Form E-589, for a fatal/~~non-fatal~~ accident which occurred at M.P. 7.90 on the Crater Lake Highway, (Date 10-8-76).

It is judged that the condition or design of the highway was not a contributing factor in this accident, therefore, a supplemental report will not be submitted.

KDO/cw
Encl.

RECEIVED
STATE HWY ENGR
NOV 12 '76
REFER TO
FOR

Routing
RECEIVED
NOV 10 1976
CONSTRUCTION
SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richard
Glenn
Berg

November 1, 1976
Reno, Nevada

Manager
Oregon Highway Department
Grants Pass, Oregon 97526

Dear Sir:

We enjoy your Oregon Coast and would like to return again as soon as your Highway 199 construction job is completed, or reasonably so. We will appreciate your reply.

Yours very truly,
K.E. Workman
Mr. K.E. Workman
1302 Tacoma Way
Reno, Nevada

11-12-76
Shirley
Please reply
E.H.

ESH

RECEIVED
STATE HWY ENGR
NOV 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
NOV 9 - '76
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

8 3-20

4

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6541

CON 5

Mr. K. E. Workman
1302 Tacoma Way
Reno, Nevada 89509

November 17, 1976

76-1-18

Re: Hayes Hill-Calif. Line Section
Contract No. 8330

NOTED
E. S. HUNTER

Dear Mr. Workman:

We did recently complete a passing bay and overlay project on the Redwood Highway. However, I believe the work you refer to in your letter is being done by the State of California on their portion of the highway. They have major projects going, including extensive bridge construction, which I know has been an unavoidable hindrance to traffic.

For further information on construction progress and completion, you might contact either of two California Highway Construction Engineers at the following address:

Howard Blummer or Bert Walker
P. O. Box 3700
Eureka, California 95501
Telephone No. 707-442-5761

We are very pleased that you enjoyed your visit to Oregon and hope you can return soon.

Very truly yours,

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

jxw/cw

cc E. S. Hunter

RECEIVED
STATE HWY ENGR
NOV 19 '76
REFER TO
FOR
Info Inves R.D D/R Sign Act File

FORM 81-734-3030

FILE: CON 5 #8330

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 30, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hayes Hill-California Line
Contract No. 8330
Second Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

In October, a time extension of 35 days was granted on this project because of the P.A. 8 extension work. The contractor had requested (with the consent of his surety) 73 days which would have gone into next season. We approved the lesser amount to encourage completion this year and this has now been accomplished with a December 17 completion date.

Only 2 days liquidated damages accrued (up to the winter no-count period starting December 1). We should now clear up this 2 days.

Extension for this is easily justified by another late change; P.A. 15 approved (participating) in late November added another 1/2 mile of overlay to use up available aggregate.

A rough draft letter is attached to delete all liquidated damages.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 3 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

833

43

January 3, 1977

Rogue River Paving Company, Inc.
1133 S. Riverside
P. O. Box 250
Medford, OR 97501

Gentlemen:

Hayes Hill-California Line
Contract 8330

We note this project is now completed and with two days' time liquidated damages accrued. An additional extension is hereby approved to delete this. Late added work on Price Agreement No. 15 and Extra Work Order No. 7 justify this action.

We appreciate the completion of the project in 1976. A voucher is being processed to reflect this extension and also make a reduction in the contract retainage.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO ACTIVITY ON PROJECT ALL WEEK
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete pending final documentation

SIGNED Keith L. Mart LOCATION Grants Pass

Keith L. Martin Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hayes Hill - California Line Sec.

WEEK ENDING: 26 February 1977

SECTION PREFIX: 17-1083-900

HIGHWAY: Redwood

COUNTY: Josephine

NAME OF JOB: Hayes Hill-California Line Section

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Rogue River Paving Co.

CONTRACT NUMBER: 8330

FEDERAL AID PROJECT NUMBER: JCP-127(14)

DATE OF CONTRACT: February 5, 1976

DATE WORK STARTED: February 23, 1976

ESTIMATED COMPLETION DATE: December 17, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 262

WORK DAYS USED / CALENDAR DAYS USED: work 262

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,681,376.70

EXCLUSIVE OF ENGINEERING: $ 1,562,892.70

ENGINEERING AUTHORIZATION: $ 118,476.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This week 200.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,562,892.70

ENGINEERING COST TO DATE: $ 186,653.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 157 %

DATE PROJECT WAS COMPLETED: 17 December 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 28 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

8-2-3

January 3, 1977

Rogue River Paving Company, Inc.
1133 S. Riverside
P. O. Box 250
Medford, OR 97501

Gentlemen:

Hayes Hill-California Line
Contract 8330

We note this project is now completed and with two days' time liquidated damages accrued. An additional extension is hereby approved to delete this. Late added work on Price Agreement No. 15 and Extra Work Order No. 7 justify this action.

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Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO ACTIVITY ON PROJECT ALL WEEK
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete pending final documentation

SIGNED Keith L. Mart LOCATION Grants Pass
Keith L. Martin Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

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FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

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WEEK ENDING: 26 February 1977

SECTION PREFIX: 17-1083-900

HIGHWAY: Redwood

COUNTY: Josephine

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KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Rogue River Paving Co.

CONTRACT NUMBER: 8330

FEDERAL AID PROJECT NUMBER: JCP-127(14)

DATE OF CONTRACT: February 5, 1976

DATE WORK STARTED: February 23, 1976

ESTIMATED COMPLETION DATE: December 17, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 262

WORK DAYS USED / CALENDAR DAYS USED: work 262

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,681,376.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 1,562,892.70

ENGINEERING AUTHORIZATION: $ 118,476.00

This week: 200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

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ENGINEERING COST TO DATE: $ 186,653.00

DATE PROJECT WAS COMPLETED: 17 December 1976

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 157 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 28 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

8330

1

May 26, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8330 awarded to Rogue River Paving Co., Inc. for work on the Hayes Hill-California State Line Section of the Redwood Highway in Josephine County was completed on December 17, 1976 and accepted by the State Highway Engineer on May 24, 1977.

Final payment in the amount of $500 will be released to the contractor after May 31, 1977. The total contract amount is $1,498,729.31 including $5,509.15 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Rogue River Paving Co., Inc.
P. O. Box 250
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8330 25

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July ~~20~~, 1977
21

FROM: Adele L. Egan Adele L Egan
Right of Way Office Manager

TO: J. H. Versteeg
Road Design Engineer

BUILDING

Attn: Floyd O. Scott

SUBJECT: File 49183

Hayes Hill-Calif. Line Sec.
Redwood Highway
Josephine County

Attached, with our file, is a letter from Keith Martin, Res. Engr., requesting cancellation of the file. If you concur, please have the file canceled.

File No.	Name	Area
49183	Telvik, Joe S. and David J.	2500 sq. ft.

AE: nn
cc: A. Shirley
V. Wilson
Title
Appraisal
F. Lowe
A. Riveness

NOTED
FLOYD O. SCOTT
7-21-77

Martin - "The loadometer scale site was constructed within the exist. R/W."

File cancelled 7-21-77

S.

HAYES HILL-CALIFORNIA ST. LINE SECTION
NONPARTICIPATING-STATE WORK

Setting Mail Box Posts	10 only	50.00	$ 500.00
Furnish Mail Box Posts	All Required		200.00
State Responsibility for Damages	All Required		500.00

Guard Rail, Type 3	300 lin.ft.	20.00	6,000.00
Guard Rail Anchors, Type 1	13 only	350.00	4,550.00
Extra for Guard Rail Bridge Connections	12 only	325.00	3,900.00
Rail End Pieces, Type B	5 only	75.00	375.00
Rail End Pieces, Type C	13 only	130.00	1,690.00
Extra for Asphalt Approaches	48 only	100.00	4,800.00
Loose Riprap, Class 700	400 cu.yd.	20.00	8,000.00
Filter Blanket	70 cu.yd.	10.00	700.00
Guide Posts	100 only	15.00	1,500.00
Roadside Seeding and Mulching	9 acre	500.00	4,500.00
Signing			
Removal of Existing Sign Installations	All Required		250.00
Wood Sign Posts	All Required		4,840.00
Type "C" and "D" Signs in Place	670 sq.ft.	8.00	5,360.00
Type "E" Signs in Place	15 sq.ft.	10.00	150.00
Move Existing Signs	All Required		1,400.00
			$1,382,979.00
Anticipated Items			
Permanent Pavement Striping	All Required		2,000.00
Stage Construction Striping	All Required		500.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainee (1 @ $800)	All Required		800.00
State Furnished Railroad Rails	All Required		75.00
			$ 4,375.00
	Subtotal		$1,387,354.00
	Engineering		138,735.00
	Total		$1,526,089.00

Length of Project 3.919 miles.
Cost of Roadway Per Mile $389,407.76

Retained in Program Status
(Not included in totals below)

Work by Pacific Power and Light	All Required	$ 6,000.00
Work by Redwood Telephone Co.	All Required	3,000.00

Federal Funds - $1,193,248.00
State Funds - 332,841.00

Total - $1,526,089.00

Group 1 - 100%
Contract No.
Prefix No.

Oregon State Highway Division
Salem, Oregon, December 23, 1975

Federal Aid Project
No. JOP-127(14)

HAYES HILL-CALIFORNIA STATE LINE SECTION
REDWOOD HIGHWAY
JOSEPHINE COUNTY

PS & E estimate as a basis for project agreement.

Type Code 6201
Roadway (Sta. 183+00 to Sta. 209+00)(Sta. 392+70 to Sta. 432+80)
(Sta. 846+20 to Sta. 906+30)(Sta. 1068+50 to Sta. 1095+00)
(Sta. 1108+30 to Sta. 1131+00)(Sta. 1303+00 to Sta. 1334+50)

Furnishing Field Laboratory	1	only	2,500.00	$ 2,500.00
Mobilization	All	Required		100,000.00
Temporary Protection and Direction of Traffic	All	Required		7,000.00
Temporary Signs	400	sq.ft.	9.50	3,800.00
Flagmen	800	hr.	15.50	12,400.00
Pilot Car	240	hr.	21.00	5,040.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		1,000.00
General Excavation	34,870	cu.yd.	3.00	104,610.00
Trench Excavation	1,575	cu.yd.	8.00	12,600.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Watering	1,300	M-gal.	10.00	13,000.00
1" - 0 Aggregate Base	63,000	ton	5.50	346,500.00
Class "B" or Class "C" Asphalt Concrete Mixture	19,000	ton	12.50	237,500.00
Class "C" Mod. Asphalt Concrete Mixture	10,500	ton	13.50	141,750.00
Asphalt Cement in Mixture	2,000	ton	95.00	190,000.00
Portland Cement Additive in Class "C" Modified Mixture	105	ton	85.00	8,925.00
Asphalt in Tack Coat	18	ton	130.00	2,340.00
Concrete in Box Culverts	40	cu.yd.	200.00	8,000.00
Reinforcement in Box Culverts	5,000	lb.	0.55	2,750 [illegible]
Debris Rack	All	Required		4,[illegible]
12-inch Culvert Pipe	1,394	lin.ft.	8.50	[illegible]
18-inch Culvert Pipe	940	lin.ft.	12.50	[illegible]
24-inch Culvert Pipe	142	lin.ft.	14.50	[illegible]
48-inch Culvert Pipe	920	lin.ft.	42.00	[illegible]
54-inch Culvert Pipe	184	lin.ft.	52.00	9[illegible]
Concrete Manholes	2	only	850.00	1,7[illegible]
6-inch Drain Pipe	906	lin.ft.	5.50	[illegible]
Special Filter Material in Drains	130	cu.yd.	15.00	[illegible]
Guard Rail, Type 2A	2,325	lin.ft.	10.00	[illegible]

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

9330

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-300

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12-30-75

State: Oregon
County: Josephine
Project No.: JOP-127(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 199, 3.5 mi. N. of Cal. St. Line, N. 21.81 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-29-75	3.919

OTHER *(Specify)*

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,526,089.00	$ 1,193,248.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Hayes Hill-California State Line Section
Nonparticipating - State Work

Setting Mail Box Posts	10 only	25.00	$	250.00
Furnish Mail Box Posts	All Required			200.00
State Responsibility for Damages	All Required			500.00

Federal Funds	$1,224,230.00
State Funds	361,930.00
Total	$1,586,160.00

Group 1	100%
Contract No.	8330
Prefix No.	17-1083

Guard Rail, Type 3	300 lin.ft.	15.00	4,500.00
Guard Rail Anchors, Type 1	13 only	225.00	2,925.00
Extra for Guard Rail Bridge Connections	12 only	300.00	3,600.00
Rail End Pieces, Type B	5 only	45.00	225.00
Rail End Pieces, Type C	13 only	100.00	1,300.00
Extra for Asphalt Approaches	48 only	100.00	4,800.00
Loose Riprap, Class 700	400 cu.yd.	10.00	4,000.00
Filter Blanket	70 cu.yd.	10.00	700.00
Guide Posts	100 only	14.00	1,400.00
Roadside Seeding and Mulching	9 acre	395.00	3,555.00

Signing

Removal of Existing Sign Installations	All Required		800.00
Wood Sign Posts	All Required		2,700.00
Type "C" and "D" Signs in Place	670 sq.ft.	5.00	3,350.00
Type "EE" Signs in Place	15 sq.ft.	10.00	150.00
Move Existing Signs	All Required		800.00
			$1,079,603.25

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 2,000.00
Stage Construction Striping (S.F.)	All Required	500.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
On-the-Job Trainee (1 @ $800)(E.W.)	All Required	800.00
State Furnished Railroad Rails (S.F.)	All Required	75.00
Work by Pacific Power and Light	All Required	4,701.00
Work by Redwood Telephone Co.	All Required	1,563.58
P.A. No. 5 Manhole Type Charge	All Required	574.00
E.W.O. No. 2 Relocate Existing Sign	All Required	1,000.00
E.W.O. No. 3 Backfill Box Culvert	All Required	125.00
P.A. No. 8 Extend Project to Calif. State Line	All Required	350,021.70
		$ 362,360.28
	Subtotal	$1,441,963.53
	Engineering	144,196.47
	Total	$1,586,160.00

Length of Project - - - - - - - - - - 8.512 Miles

Cost of Roadway Per Mile- - - - - - - $186,343.98

Oregon State Highway Division
Salem, Oregon, August 10, 1976

Federal Aid Project
No. JOP-127(14)

HAYES HILL-CALIFORNIA STATE LINE SECTION
REDWOOD HIGHWAY
JOSEPHINE COUNTY

Revised project agreement estimate to include the extended length and approved price agreements.

Type Code 6201
Roadway (Sta. 0+00 to Sta. 268+50)(Sta. 392+70 to Sta. 432+80)
(Sta. 846+20 to Sta. 906+30)(Sta. 1068+50 to Sta. 1095+00)
(Sta. 1108+30 to Sta. 1131+00)(Sta. 1303+00 to Sta. 1334+50)

Furnishing Field Laboratory	1	only	2,500.00	$ 2,500.00
Mobilization	All	Required		49,000.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	400	sq.ft.	5.50	2,200.00
Flagmen	800	hour	16.00	12,800.00
Pilot Car	240	hour	20.00	4,800.00
Clearing and Grubbing	All	Required		17,500.00
Removal of Structures and Obstructions	All	Required		3,400.00
General Excavation	34,870	cu.yd.	1.85	64,509.50
Trench Excavation	1,575	cu.yd.	4.80	7,560.00
Finishing Roadbed and Slopes	All	Required		5,250.00
Watering	1,300	M-gal.	6.00	7,800.00
1"-0 Aggregate Base	63,000	ton	4.21	265,230.00
Class "B" or Class "C" Asphalt Concrete Mixture	19,000	ton	9.80	186,200.00
Class "C" Mod. Asphalt Concrete Mixture	10,500	ton	10.30	108,150.00
Asphalt Cement in Mixture	2,000	ton	87.50	175,000.00
Portland Cement Additive in Class "C" Modified Mixture	105	ton	65.00	6,825.00
Asphalt in Tack Coat	18	ton	150.00	2,700.00
Concrete in Box Culverts	40	cu.yd.	190.00	7,600.00
Reinforcement in Box Culverts	5,000	lb.	0.31	1,550.00
Debris Rack	All	Required		2,500.00
12-inch Culvert Pipe	1,394	lin.ft.	7.00	9,758.00
18-inch Culvert Pipe	940	lin.ft.	10.80	10,152.00
24-inch Culvert Pipe	142	lin.ft.	19.50	2,769.00
48-inch Culvert Pipe	920	lin.ft.	48.50	44,620.00
54-inch Culvert Pipe	184	lin.ft.	63.50	11,684.00
Concrete Manholes	2	only	950.00	1,900.00
6-inch Drain Pipe	906	lin.ft.	3.25	2,944.50
Special Filter Material in Drains	130	cu.yd.	8.00	1,040.00
Guard Rail, Type 2A	2,325	lin.ft.	7.25	16,856.25

8330 STATE COPY 15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-98		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER	8-16-76	Project Number JOP-127(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 30, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,526,089.00	$ 1,586,160.00
Federal funds	$ 1,193,248.00	$ 1,224,230.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, OR September 12, 1977

Federal Aid Project
No. JOP-127(14)

Hayes Hill-California State Line Section
Redwood Highway
Josephine County

Revised project agreement estimate to adjust the federal funding share to cover approved price agreements.

Type Code 6201
Roadway (Sta. 0+00 to Sta. 1334+50)

Contract Items of Work		$1,079,603.25
Approved Anticipated Items		362,360.28
	Subtotal	$1,441,963.53
	Engineering	192,036.47
	Total	$1,634,000.00

Length of Project - - - - - - - 8.512 miles
Cost of Roadway Per Mile- - - - $191,964.28

Federal Funds	$1,246,350.00
State Funds	387,650.00
TOTAL	$1,634,000.00

Group 1 100%
Contract No. 8330
Prefix 17-1083

8330 .1

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 9-84		County Josephine
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number JOP-127(14)
MODIFICATION NUMBER 2	9-2-77	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 30, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,586,160	$ 1,634,000
Federal funds	$ 1,224,230	$ 1,246,350
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work and adjust the federal funding share.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

8330-17 COPY

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2271

U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL CARDS — To be completed by Washington Headquarters Personnel

CARD A

PART A (To be completed by FHWA or State Highway Personnel) (See instructions on reverse)

STATE: Oregon	COUNTY: Josephine	FEDERAL PROJECT NO.: JOP-127 (14)	URBAN	RURAL ✓

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY	
	CONSTRUCTION TYPE CODES		6201		DATE STARTED: February 23, 1976
20	FINAL CONSTRUCTION COST	DOL.	1,501,837		DATE COMPLETED: December 17, 1976
21	LENGTH OF PROJECT	MILES	3.919		TOTAL NO. BRIDGES

PART B (To be completed by Contractor. See instructions on reverse.) REMARKS (Attach plain sheet of paper)

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	37894	423,666

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	568,161	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.	922	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	757,588	
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	12,816	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	600	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	5413	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	9214	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CULVERT ITEMS

CARD	ITEM		SIZE In.	LENGTH (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT		
CARD J	13	CONCRETE PIPE	12	98
			18	174
			24	54
			36	6
			48	908
			54	188
CARD K	14	CLAY PIPE AND DRAIN TILE		
CARD L	25	CORR. ALUMINUM CULVERT	6	6
			12	1867
			18	746
			24	344
			30	14
CARD M	26	CAST IRON PIPE		

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

1330 **STATE COPY**

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 828

8

U.S. DE TMENT OF TRANSPORTATION
FEDL HIGHWAY ADMINISTRATION

cc: OSHD (H.S. Coulter)✓
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 10-13-77	REPORT MADE BY Vincent Tabor, A.A.E.		PROJECT NO. JOP-127 (14)
COMPLETION DATE 12-17-76	ACCEPTANCE DATE BY CONTRACT AGENCY 9-30-77	TIME ELAPSED 262/225 = 116 %	CONTRACT TIME 225 days
APPROVED EXTENSIONS 10-15-76 37 days	LOCATION U.S. 199, 3.5 miles, North of California State Line to a point 25.31 Norht. Six separate locations totaling 3.92 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

CEIVED
HWY ENGR
OCT 18 '77
10-18-77

Info	Inves	R/D	D/R	Sign	Act	

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HAYES HILL-CALIFORNIA STATE LINE SECTION
REDWOOD HIGHWAY

This project provided for the construction of 12 foot passing bays w/8 foot shoulders at six locations between stations 183+00 and 1334+50 allowing a total of five passing opportunities for both north and southbound traffic.

The time extension noted above was approved to allow for the addition of 3.47 miles of grading, drainage, and paving to the original contract.

The total contract cost was estimated at $1,681,369.00 with a final cost of $1,700,991.00.... an overrun of 1.2% because of engineering costs.

The project was recommended for acceptance February 2, 1977, and a copy of the PR-47 materials certification, and final cost estimate has been received.

The project is considered satisfactory for final acceptance.

COPY SENT
OCT 17 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 10-13-77	TITLE District Engineer	DATE 10-14-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

3330 Hayes Hill-Calif. State Line 1976
Sec. of Redwood Hwy.
(Grading & paving)

ROGUE VALLEY HWY. @ EHRMAN WAY

PROJECT NO. HHS-131(23)

Existing Facility: State Route 99--Four-lane channelized section providing left-turn refuge lanes with bituminous surface.

Ehrman Way--Two-lane bituminous-surfaced road.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Install multi-phase actuated traffic signal with provision for future railroad crossing signal interconnection.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land-use or traffic-flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 4.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-6-75

N (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ct. Ehrman Way (Medford)	ADT	14,000*	25,000*	95	10	Oregon	41	142	28

tier	NATL. FOREST	FH ROUTE NO.		OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								HHS-	131	(23)		

on 209) High Hazard Locations

COUNTY NAME: Jackson
CODE: 029

ROUTE NO. P — FEDERAL-AID: 3 — STATE: 63 — U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	SR 99, Jct. Ehrman Way (Medford)	0.0	2,000	1,800	200		P.E. all phases; install traffic signal.
	"Rogue Valley Hwy. @ Ehrman Way Sec."	0.0	40,000	36,000	4,000		ROW - 100' normal; Access control - partial; Parking restrictions-complete.
	PROJECT TOTALS	0.0	42,000	37,800	4,200		

REMARKS

*ADT entering intersection

-OVER-

USCOMM DUBCOMM-DC 46909-P61

Budget Bureau No. 41-R2

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-6-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 99, Jct. Ehrman Way (Medford)	ADT	PRESENT 14,000*	FUTURE 25,000*	YEAR 95	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HHS-	NUMBER 131

CARD 4

CLASS OF FEDERAL FUNDS: (Section 209) High Hazard Locations

NAME OF URBAN AREA: Medford

COUNTY NAME: Jackson

ROUTE NO. P — FEDERAL-AID: 3 — STATE: 63 — U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		SR 99, Jct. Ehrman Way (Medford)	0.0	2,000	1,800	200	
5					ROW							
5					CONST (CODE) Y031		"Rogue Valley Hwy. @ Ehrman Way Sec."	0.0	40,000	36,000	4,000	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	42,000	37,800	4,200	

PROGRAM APPROVAL DATES

REMARKS

*ADT entering intersection

8 2.9

13

~~PRO 6-2~~

May 6, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HSS-131(23)

We are submitting program data for one project, Item No. 28, Project No. HHS-131(23), "Rogue Valley Hwy. @ Ehrman Way Section," which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office February 25, 1975.

Enclosed are narrative, accident data, traffic signal warrant comparison, etc. prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

Enc.
DES:pr

Transaction No. 5-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-12-75

BY (Signature): L. W. Rulien's May 6, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ~~Section 209~~

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 28 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
28	HHS-13. (23)	0.0	42,000	37,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Rogue Valley Highway at Ehrman Way Section Jackson County State of Oregon	Preliminary Engineering, Traffic Signals

RECEIVED
MAY 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

NOTED
E. S. HUNTER

REMARKS (Division)

As requested in Mr. Rulien's May 6, 1975 letter I concur that the subject project is a non-major action that qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

5-15-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
5-12-75	C K Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.680

5-12-75

8229

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 1, 1975

TO Oregon Transportation ~~xxxxxxxxxxx~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
Rogue Valley Highway at Ehrman Way
Jackson County

We have an agreement executed by Jackson County covering the installation of traffic signals at the intersection of Rogue Valley Highway at Ehrman Way.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The State will pay the total cost of the project, which is estimated at $42,000 and is to be charged to Title II High Hazard Funds. After completion of the project, the State will maintain the traffic signals and the County will pay for all power consumed.

This will be on the agenda for your consideration at the October 29 meeting and your approval is recommended.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
Gary L. Sund

VLT:rj dpy

8329

A

November 3, 1975

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

Attention: Harry Chipman
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5505

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of the Rogue Valley Highway at Ehrman Way.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (conf.)

Oregon State Highway Division
Salem, Oregon, February 13, 1976

Federal Aid Project
No. HHS-131(23)

ROGUE VALLEY HWY. AT EHRMAN WAY (MEDFORD)
ROGUE VALLEY HIGHWAY
JACKSON COUNTY

Project agreement estimate.

Type Code P.E. Preliminary Engineering	All Required		$ 6,000.00

Type Code Y031
Traffic Signals (Sta. 682+00)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Temporary Signs	250 sq.ft.		1,187.50
Flagmen	40 hrs.	16.00	640.00
Traffic Signal Installation, Complete	All Required		33,125.00
			$35,352.50

Anticipated Items		
Railroad Protective Cost (R.R.)	All Required	$ 1,000.00
Permanent Pavement Striping (S.F.)	All Required	350.00
		$ 1,350.00

Subtotal	$36,702.50
Engineering	2,919.50
Engineering (Signal Controller Testing)	750.00
Total	$40,372.00

Length Of project 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Traffic Signals	40,372.00	36,334.00	4,038.00
Total	$46,372.00	$41,734.00	$4,638.00

Group 1 - 100%
Contract No. 8329
Prefix No. 15-1079
Prefix P.E. 15-1923

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8329

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-3	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-23-76	State Oregon County Jackson Project No. HHS-131(23)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Jct. Ehrman Way (Medford)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-12-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-7-76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,372.00	$ 41,734.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 2-23-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

8329

files

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

May 18, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Indenture
Rogue Valley Hwy. @ Ehrman Way Sec.
Rogue Valley Highway
Jackson County
Contract No. 8329

RAILROAD COMPANIES
FILE No. 812

The State's fully executed counterpart of the Indenture with Southern Pacific Trans. Co. allowing the installation of a three-inch electrical conduit under their tracks and right of way at Crossing No. C-443.90, Ehrman Way, Central Point, has been handed to Velda DeGuire in the Right of Way office for processing after which it will be forwarded to you for your permanent files. This Agreement was executed between the Southern Pacific Trans. Co. and the Highway Division by Mr. J. B. Boyd under authority delegated to him. This Agreement was executed at no cost to the State. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for adhereing to the requirements of this Indenture and for approving any bills presented by the Railroad Co. in conjunction with this work. The Accounting Section will be responsible for auditing any bills presented by the Railroad after approval of the Construction Division. Section Heads should review the Agreement to fully understand their responsibilities under this Agreement.

JEC:jr

cc:	G. L. Green	
	R. L. Schroeder	
	C. T. Keasey	w/copy agmt.
	L. E. George	"
	J. B. Boyd	w/original agmt.
	J. L. Sollis	w/copy agmt.
	V. E. Skoog	"
	D. E. Swan	w/2 copies agmt.
	Alfred Shirley	w/copy agmt.
	William Maude	"

Ap, May 17-76
by J B Boyd

NOTED
FRAN NEAVOLL

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION -14-76

LETTER OF APPROV... AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-131(23)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-28

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 1-7-76	DATE AUTHORIZATION EFFECTIVE 8-25-76	FEDERAL ROUTE NUMBER Primary 3 STATE ROUTE NUMBER Primary 63

GENERAL LOCATION:
Rogue Valley Hwy at Ehrman Way (Medford)

GENERAL DESCRIPTION OF WORK:
Install guardrail to protect traffic signal poles.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~A NEGOTIATED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $1,558 - Federal Funds $1,400.

DATE 9-14-76	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*19602-734

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	~~[illegible]~~ No Activity
TUESDAY	~~[illegible]~~ No Activity
WEDNESDAY	Two men installing signs. State forces on project checking out system, installing luminaire and setting controller.
THURSDAY	Two men checked terminal cabinets to correct wiring. State forces completed work on project.
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

With the checking of the terminal cabinets, the project was completed. Scheduled turn on was postponed due to the severe fog conditions. It is anticipated that state forces will turn on the signals December 21, 1976 weather permitting. Second notification has been submitted effective December 16, 1976.

SIGNED Wm. H. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8329 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Hwy @ Ehrman Way (Medford)

WEEK ENDING: December 18, 1976

SECTION PREFIX: 15-1079

HIGHWAY: Rogue Valley

COUNTY: Jackson

NAME OF JOB: Rogue Valley @ Ehrman Way

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Company

CONTRACT NUMBER: 8329

FEDERAL AID PROJECT NUMBER: HHS-131(23)

DATE OF CONTRACT: February 5, 1976.

DATE WORK STARTED: August 16, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS: 200

SPECIFIED CALENDAR DAYS:

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 286

PERCENT OF TIME ELAPSED: 143

PROJECT AUTHORIZATION: $ 42,883.11

EXCLUSIVE OF ENGINEERING: $ 39,137.86

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 39,895.01

ESTIMATED PERCENT: OVERRUN 2 %

ENGINEERING AUTHORIZATION: $ 3,745.25

ENGINEERING COST TO DATE: $ 4,362.86

PERCENT OF AUTHORIZATION: 116 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: December 16, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 ladder truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Fog	0		
MONDAY	13	Fog	0		
TUESDAY	14	Fog	0		
WEDNESDAY	15	Fog	0		
THURSDAY	16	Fog	0		
FRIDAY	17	Fog	0		
SATURDAY	18	Fog	0		

RECEIVED
DEC 28 1976
BRIDGE SECTION

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
DEC 20 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

8329

9

June 17, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On June 10, 1977, we wrote to you concerning release of final payment on Contract No. 8329 awarded to Hansen Electric Co. for work on the Rogue Valley Highway at Ehrman Way in the City of Medford, Jackson County.

The total contract amount is $33,172.86 including $72.54 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen Electric Co.
1127 S. Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

FILE COPY 8329-15

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-3 — PPM 80-1)

ALL CARD: To be completed by Washington Headquarters Personnel | 10 — 18 | 19 — 22 | 2 — 8 | 23 — 24 | 25 — 27 | 5 — 8 | 28 — 30 | 9 — 12 | 31 — 33 | 13 — 15

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE: Oregon	COUNTY: Jackson	FEDERAL PROJECT NO.: HHS-131 (23)	URBAN ☒ RURAL ☐	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		Y031		DATE STARTED: August 16, 1976
	20	FINAL CONSTRUCTION COST	DOL.	36,953		DATE COMPLETED: December 16, 1976
	21	LENGTH OF PROJECT	MILE	0		TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	1015	14,441

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	20,642	
	9	PETROLEUM PRODUCTS	GAL.	220	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THOUS. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	913	
	8	STRUCTURAL STEEL	LB.	5250	
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	16	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	106	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	2186	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

#8529

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-820

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC: OSHD (H.S. Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 10-17-77	REPORT MADE BY Vince Tabor, Asst Area Engr		PROJECT NO. HHS-131 (23)
COMPLETION DATE 12-16-76	ACCEPTANCE DATE BY CONTRACT AGENCY 6-9-77	TIME ELAPSED 286/200 = 143 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS NONE	LOCATION SR99- Junction with Ehrman Way in Medford		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HIGHWAY @ EHRMAN WAY
INTERSECTION SIGNALIZATION

This project provided for the installation of multi-phase traffic signals with provision for future railroad crossing signal interconnection at the subject location.

Contract time overran by 86 days and a penalty was assessed for $4,300.00 or $50. per day.

The original project cost was estimated at $42,883.00, and the final cost shows an underrun of 4% or $41,171.00.

All appropriate documentation has been received, and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
OCT 26 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
OCT 25 1977
Washington

10-26-77
cy [illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Vincent J. Tabor for Thomas P. Lowe		SIGNATURE G. K. Hossner	Original signed by G. K. Hossner Dist. Engineer
TITLE Area Engineer	DATE 10-18-77	TITLE District Engineer	DATE

Previous Editions of PR-33E Will Not Be Used.

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

C & A 5509 11-3-75
R.L. 812 5-18-76

8329 Rogue Valley Hwy. @ Ehrman 1976
Way (Medford) Sec. in Medford
(Traffic signal install.)

8328

FORM E-30 (REV. 10-69)

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 12, 1975

To: Carl Williams
Regional Engineer

SUBJECT: Rocky Canyon-Prineville Section
Crooked River Highway

NOTED
E. S. HUNTER

I have discussed the subject project with Mr. Hunter, making recommendations with which he concurs. These recommendations were

1. That you widen through the Palisades, as much as possible with grader and front-end loader, and accept the present width from the BLM day use park to the dam.

2. Surface with an 0-11. I indicated to Mr. Hunter it was your feeling that you could accomplish this for $150,000. It was his thought that after getting clearance on the required money (State funds), you could do what widening is possible between now and next summer and apply the surfacing in the summer of 1976.

3. That the County submit a letter requesting the release of County FASC funds, less $45,000 which has been expended by the Highway Division in preliminary engineering to date, which it had obligated to a project on this section.

4. That the County indicate in writing that it would not request reconstruction of the highway from the dam to the Central Oregon Highway.

You may recall that at the meeting in Prineville one of the commissioners was somewhat hesitant to remove this highway from the Federal-aid system. It might be well to indicate that the Crooked River Highway from the dam to the Central Oregon Highway is already off the system. I am certain that after the meeting in Prineville, all persons recognize that there is no way to improve the section of highway through the Palisades to Federal-aid standards when there is, in fact, a "reasonable and prudent alternative".

My understanding is that Mr.Harwell will be in your region the week of June 16 and I would suggest that you contact him and then set up a meeting between the County Court and you and Harwell to see if the County is agreeable to this solution to the problem.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

VDW:mc
cc E. S. Hunter
D. N. Harwell

1328

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 19, 1975

FILE: LOC 17

FROM: David S. Fenton
Regional Federal Aid Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir Sec.
Crooked River Highway
No. 7-1477

TO: MEMO TO THE FILES:

On June 17th, at 1:30 P.M., a meeting was held in the Crook County Courthouse concerning the Wolfe/Hunter recommendations for resolution of this project's problems (see Victor D. Wolfe letter of June 12, 1975). In attendance at the meeting were:

Name	Organization
Dick Hoppes	Crook County (Judge)
Joe Stahancyk	Crook County (Commissioner)
Bill Ewing	Crook County (Commissioner)
Don Sweet	Crook County (Surveyor)
Milt Rogers	BLM (District Engineer)
Reinard Okeson	BLM (Chief Div. Res.)
Carl Williams	OSHD
David Fenton	OSHD

NOTED
E. S. HUNTER

Carl and I presented the recommendations for the County's consideration, and the reception was generally favorable. The recommendations were closely in line with what the BLM wanted. The County will deliberate for several days, then give us their response in writing. The BLM is not required to respond.

David Fenton

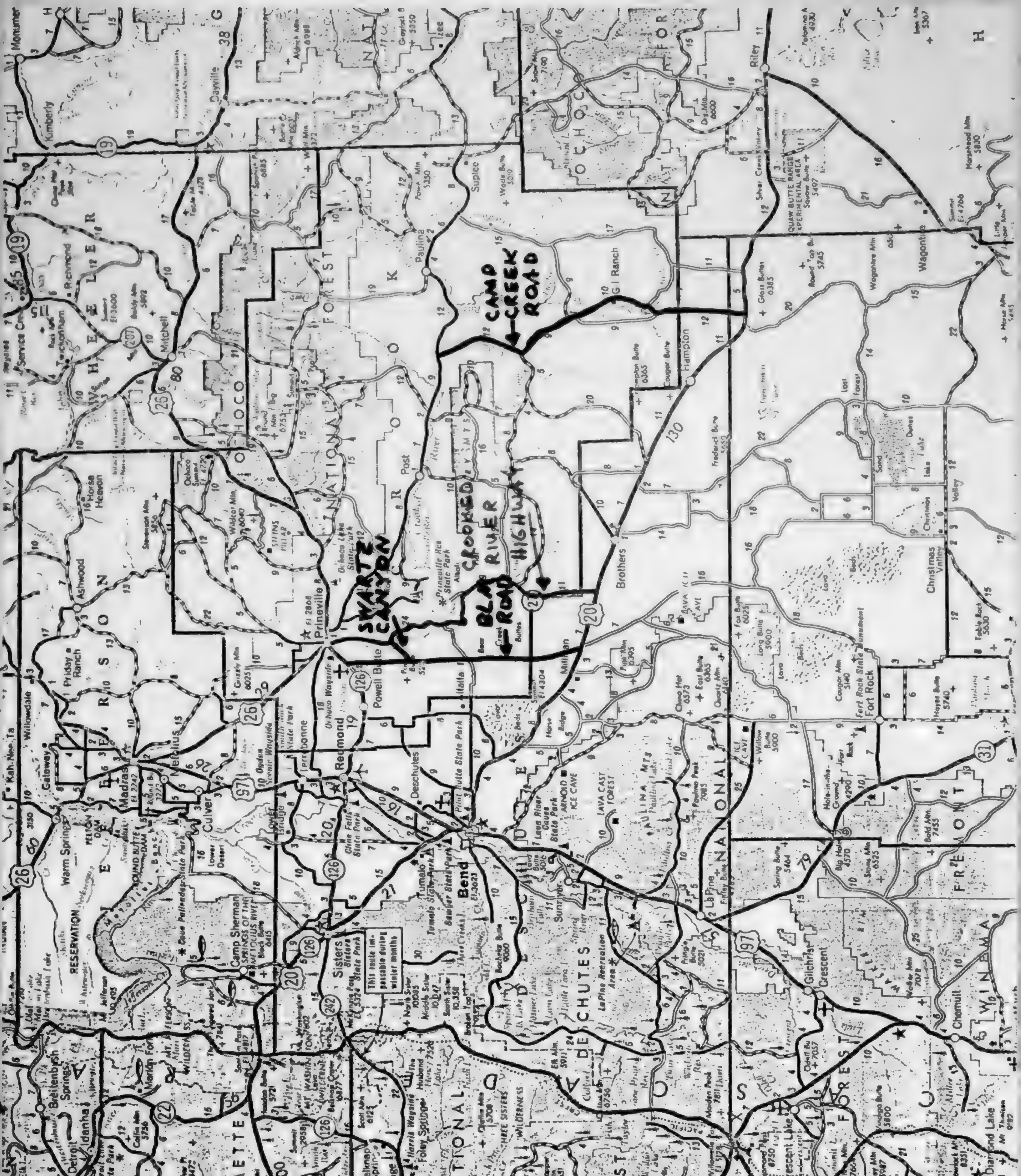
DSF:pw

cc: Victor D. Wolfe
D. H. Harwell
Dave Carter, w/attach.
Milt Rogers
George Martin
Dick Hoppes

REFERRED TO Wills (Info)
By Location Engineer
cc Hunter
G. Potter

RECEIVED
JUN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIV
JUN 20 1975
ION


CAMP CREEK ROAD
CROOKED RIVER HIGHWAY
SWARTZ CANYON
BLM ROAD
Prineville
Redmond
Bend
Sisters
Madras
Culver
Metolius
Powell Butte
Post
Paulina
Mitchell
Dayville
Kimberly
Monument
Suplee
Riley
Hampton
Brothers
Millican
G I Ranch
Wagontire
Christmas Valley
Fort Rock
La Pine
Sunriver
Gilchrist
Crescent
Chemult
Warm Springs
Camp Sherman
Detroit
Idanha
Breitenbush Springs
McKenzie Bridge
Tumalo
Terrebonne
Deschutes
Ashwood
Gateway
Friday Ranch
Horse Heaven
OCHOCO NATIONAL FOREST
DESCHUTES NATIONAL FOREST
WILLAMETTE
FREMONT
WINEMA
This route impassable during winter months
20
26
97
126
31
19
22
58

advantages of routing traffic through the City of Prineville. ORS 366.915 states that the Crooked River Highway cannot be removed from the state highway system until the D.O.T. "shall, in cooperation with the county court of Crook County, provide for the location of and establish as a part of the state highway system another highway between Prineville and the Central Oregon Highway."

George Martin displayed alternate road designs through the Palisades area of the Crooked River Highway (from the present end of pavement for 1.1 miles), along with their costs. If this section is to be built to federal standards (which it must be if federal money is to be used), there are two basic alternatives: build on the existing alignment, or bridge the river twice and build on a lower alignment. Costs range from $388,000, for the L3 line bridging the river, to $740,000 for building on the existing alignment. (Plus $416,000 for the remaining 3.7 miles to the dam). Both alternatives have significant negative environmental impacts, both would require a full draft and final EIS, and both would probably need a 4(f) statement (the lower route definitely would). The magnitude of the economic and environmental costs, when compared to the potential benefits, could quite possibly preclude all but a non-federal oiling or paving job on the existing road. Estimated cost $200,000.

BLM park plans were discussed. A large campground is planned for the flat land across the river from the existing Chimney Rock day-use area. This campground could be built as early as next year, depending on funding. It is very likely that it, and several smaller roadside day-use sites, will be in existence before any road construction gets to the point of authorization.

There was some confusion as to whether or not the county was required to match Federal and State funds with 11% of project costs. They are not. As indicated, they have already surrendered all of their FAS funds for years.

There was no real consensus on recommendations for future action (nor does there need to be at this point), but several positions can be summarized. The BLM does not want existing and planned park sites disrupted, and they own almost all the land bordering the road. The county would consider the permanent shelving of this project if the road as far as the dam could be inexpensively paved in its present configuration, or if an alternate route to Highway 20 were established. If a reasonable commercial route from Prineville to the Central Oregon Highway is desired, or required, OSHD would agree that the Crooked River Highway is not the best choice. In addition, OSHD is reluctant to spend many thousands of dollars more in preliminary engineering (EIS preparation, etc.), only to find out several years from now that we were reading the handwriting on the wall correctly all the time - that the only economically and environmentally acceptable alternative was "do nothing".

DSF:pw

cc: Judge Dick Hoppes	Victor D. Wolfe
Paul Arrasmith	Gary Potter
Don Harwell	Dave Carter
George Martin	

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
May 23, 1975

FILE: LOC 17

FROM: David S. Fenton
Regional Environmentalist

SUBJECT: Rocky Canyon-Prineville Reservoir Section
Crooked River Highway #7-1477

TO: MEMO TO THE FILES:

On the 21st of May at 10:00 AM, a meeting was held in the Crook County Courthouse in Prineville. The subject of the meeting was the status of the above project, alternative designs for it, and future courses of action. In attendance at the meeting were:

Name	Organization	
Richard Hoppes	Crook County (Judge)	
Richard Brown	Crook County (Planner)	
William Ewing	Crook County (Commissioner)	
Paul Arrasmith	Bureau of Land Management	(Superintendent)
Andy Ryan	" " " "	(Area Manager)
Milt Rogers	" " " "	(Dist. Engr)
Dave Carter	FHWA (Area Engineer)	
Victor Wolfe	OSHD	
Gary Potter	OSHD	
Carl Williams	OSHD	
Bob Sandmann	OSHD	
George Martin	OSHD	
R.J. VanCleave	OSHD	
Don Harwell	OSHD	
Dave Fenton	OSHD	

Carl Williams began the meeting with a brief history of the development of the Crooked River Highway, from Prineville-Lakeview days up to today. The history of the Rocky Canyon-Prineville Reservoir project was then addressed. Carl and Don Harwell explained that Crook County had committed all of its FAS funds since 1968 for the advancement of this project (total of nearly $369,000).

The type of facility desired is usually predicated on the basic purpose of the road (i.e., recreation or commercial), so this was the next subject discussed. The County seemed to lean toward a future recreational purpose for this road (which is its major current and predictable use), but did not want to close the door on the possible needs for a future commercial route south.

Several alternate routes were suggested as having better alignments, shorter distances, shorter travel times, lower construction costs, etc., (map attached). Some of those mentioned were: The BLM road heading south from Highway 126 just south of the Prineville Airport, intersecting Highway 20 just east of Millican; a route utilizing the southern two-thirds of the BLM road, connecting to the Crooked River Highway via Swartz Canyon; and a route between the Paulina Highway and the Central Oregon Highway, via Camp Creek, intersecting Highway 20 east of Hampton. The latter two routes have the economic and political

I propose that after a suitable study of the project and the alternates, that some purposeful meeting be held to decide the next direction to turn.

I recommend that we utilize State funds only and oil the 4.8 miles to the dam, that we tell Crook County this is all we shall do at this time, and leave the next move up to them.

CMW:mr

enclosure

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 23, 1975

FILE: LOC 17

FROM: Carl M. Williams
Regional Engineer

TO: E. S. Hunter
Asst. State Highway Engineer

SUBJECT: Rocky Canyon-Prineville Res. Sec.
Crooked River Highway No. 14
Prefix No. 7-1477

You urged me over a year ago to get this survey completed and submitted in as much as the Crook County Court had advanced the Highway Division $370,000 towards new construction.

I have personally pushed for the completion of this survey and actual engineering work was not the prime stumbling block. It seems that in the first 1.1 miles of this section is an existing BLM park and a proposed BLM park. Most of our labors have been to get a commitment from the County and from BLM as to the real purpose of the Crooked River Highway and the extent that BLM would wish to alter the park planning.

If the Crooked River Highway is to be a true State highway destined for commercial traffic from Prineville to Central Oregon, then only two options are acceptable:

(1) Rip through the Palisades on the existing alignment, but get 28-ft. pavement and appropriate shoulders. ($740,000 for 1.1 miles.)

(2) Bridge the Crooked River twice, cutting near and through the proposed and existing BLM park. ($388,000 for 1.1 miles.)

The County Judge is interested only in a recreational route to Prineville Reservoir and would settle for a paving and oiling job from the end of the existing pavement to the dam (estimated cost - $200,000); but the other County Commissioner had reservations about the limited facility.

BLM wants the parks as proposed and would prefer a recreational highway to a commercial highway.

I know, Ed, that a highway is a highway and open to full use of all road users; but if commercial trucks, etc., are to be encouraged and invited to use this facility, we cannot do it with a 18-foot wide, multiple curved roadway.

We are submitting the whole section with the various projected lines. Victor D. Wolfe, Gary Potter, and Harwell were all at the last meeting with the County and the BLM. You may wish to consult with them.

RECEIVED
MAY 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Crooked River Highway #14
Grading and Oiling
M.P. 15.29 to M.P. 20.39

Option #1 - 6" base rock, haul from Prineville

Estimate of Cost:

*Clearing, lump sum	$ 500.00
*Grade to 22 ft. where possible	28,000.00
*Base rock 1 1/2"-0", material 6"	
Furnish	34,500.00
Haul	41,250.00
Place	7,000.00
Oil rock	
Furnish	14,700.00
Haul	11,000.00
Asphalt	22,000.00
Emulsion	5,900.00
Place oil mat (labor and equipment)	20,000.00
*culvert extensions	2,500.00
TOTAL	$187,350.00

NOTE: These costs are based on hauling of the base rock and oil rock from Prineville area. Those items with asterisk* are recommended to be done by State Forces

Cost Summary:

State Forces	$113,750
Others	73,600

****

Option #2 - 6" base, crushing contract in vicinity of project

Estimate of Cost:

*Clearing, lump sum	$ 500.00
*Grade to 22' where possible	28,000.00
*Base rock 1 1/2"-0", 6" depth	
Furnish	34,500.00
Haul	8,500.00
Place	6,900.00
Oil Rock	
Furnish	14,700.00
Haul	2,100.00
Asphalt	22,000.00
Emulsion	5,900.00
Place oil mat	20,000.00
*culvert extension	2,500.00
TOTAL	$145,600.00

NOTE: These costs are based on a crushing contract in the area with a haul of 4 miles. Items with asterisks* are recommended for State forces.

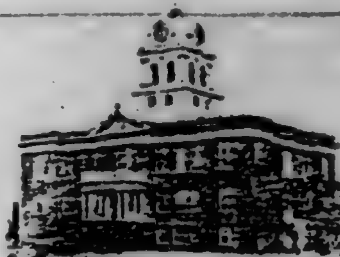
Cost Summary:

State Forces	$ 80,900
Others	64,700

ook County Court

ONE (503) 447-6555

DICK HOPPES, Judge
JOSEPH STAHANCYK, Commissioner
WILLIAM S. EWING, Commissioner



CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

July 3, 1975

Mr. David Fenton
Oregon State Highway Division
Highway 97
Bend, Oregon 97701

RE: FAS ROAD/CROOKED RIVER HIGHWAY

Dear Mr. Fenton:

At our regular court meeting on July 2, 1975, the Crook County Court agreed to accept the offer of the Oregon State Highway Division to widen and pave as agreed that portion of Highway 27 from the point where the pavement now ends to that point extending across the Bowman Dam.

Crook County would ask the release of the FAS funds previously dedicated to the proposal of making Highway 27 a through highway and the return to our account for future use on County FAS roads.

The County would also submit that we do not anticipate any requests for additional construction or continuance of this highway to connect with Highway 20 in the foreseeable future.

Sincerely,

CROOK COUNTY COURT

Dick Hoppes

Dick Hoppes, Judge

DH:dr

8321

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

July 15, 1975

FILE: ~~LOC 17~~

FROM: Carl M. Williams
Regional Engineer

TO: Victor D. Wolfe
Location Engineer

Carl M. Williams

SUBJECT: Rocky Canyon-Prineville
Reservoir Section
Crooked River Highway
Prefix No. 7-1477

The Crook County Court has formally agreed to the conditions stipulated in your letter of June 12, 1975, on the subject project. We discussed your recommendations with them in a meeting on June 19. A copy of their letter of agreement is attached.

Region proposes that we strive for a 22-foot top and place an 0-11 oil mat from the end of the pavement to the county park, a distance of 5.1 miles south of the dam.

We propose to do the widening by State forces, and the hauling and placing the base material by State forces. The oil mat would be by contract, as would the furnishing of the base rock. (See attached page for estimate breakdown.)

COST SUMMARY

	Option #1	Option #2
State Forces	$113,750	$ 80,900
Others	73,600	64,700
TOTAL	$187,350	$145,600

CMW:mr

cc: E. S. Hunter

enclosures

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG.
JUL 18 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Spec | Act | File

8329

75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August ~~13~~, 1975

FROM: Victor D. Wolfe
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Rocky Canyon-Prineville
Reservoir Section
Crooked River Highway

You may recall that the first part of June you and I discussed the subject section with the thought in mind of surfacing with State money, if this would release us from reconstruction of the Crooked River Highway from the reservoir on to the Central Oregon Highway.

There is attached a letter addressed to me over the signature of Carl Williams indicating that the Crook County Court has formally agreed (copy attached) to the conditions stipulated in my letter of June 12 (copy attached).

Although his letter does not specifically spell it out, Carl indicates verbally that the County agrees (halfheartedly) to the deduction of $45,000 from the County funds to reimburse us for the preliminary engineering done to date on the project.

You will note that Carl's letter to me gave two options for the project with no recommendations. In my discussions with him he indicated his recommendation is Option #2. He assures me that there is available sources from which to crush the aggregate. Therefore, I recommend that you forward to Project Management for County-City to take whatever steps are necessary to release the Crook County FAS money, less the $45,000, and that you instruct the Region to submit the necessary paperwork for approval so that they can get started on the project.

Att.

VDW:mc

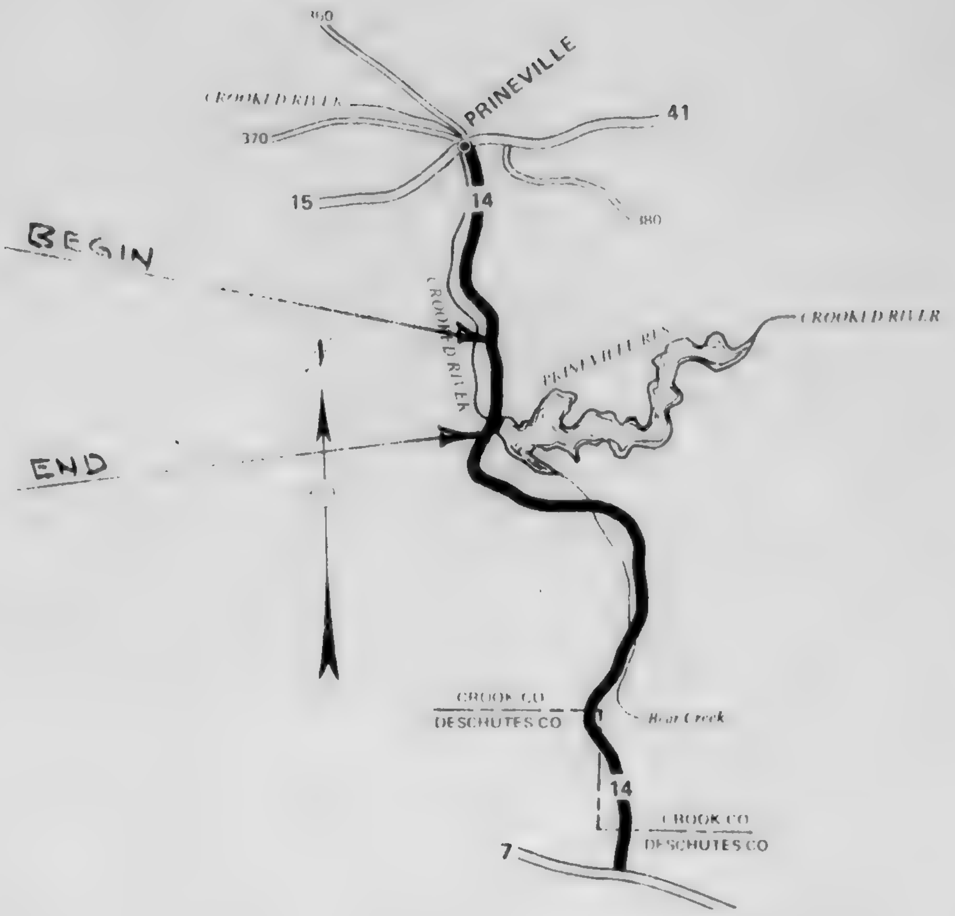
cc Carl Williams

RECEIVED
STATE HWY ENGR
AUG 1 4 '75
REFER TO
Rubien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-26-75
ORIGINAL TO
L. W. Rubien

8-26-75
Funding [illegible]

21


360
PRINEVILLE
CROOKED RIVER
370
41
15
14
380
BEGIN
CROOKED RIVER
CROOKED RIVER
PRINEVILLE RES
END
CROOK CO
DESCHUTES CO
Bear Creek
14
CROOK CO
DESCHUTES CO
7

ROCKY CANYON-PRINEVILLE RESERVOIR
CROOKED RIVER HIGHWAY
CROOK COUNTY

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division
46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Rocky Canyon-Prineville Reservoir District 10

11 12] PROJECT LOCATION—CITY: Crooked River Highway
Oregon Route 27
PROJECT LOCATION—COUNTY: Crook
PROJECT LOCATION [79 SEC: -- T: 15-16S R: 16E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project, 4.84 miles in length, involves preliminary engineering,
06 12] minor right-of-way needs (BLM Lands), grading, paving and incidental work [71
07 12] to improve the existing facility. This project will complete the paving to [71
08 12] a major recreational area (Prineville Reservoir) and farm to market road which [71
09 12] is one of the few remaining gravel surface highways in the State Highway System. [71
10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
400,000	----	----	----	----	400,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL **PROGRAM TITLE** Title 23 USC Highways and/or Title X Public Works and Economic Development Act, U.S. Department of Commerce. [71

15 12] FEDERAL **AGENCY NAME** [45: U.S. Department of Transportation
46] FEDERAL **SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 6, 1975

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December 43] DAY [44: 8 45] YEAR [46: 1975

8328

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 6, 1975

TO Executive Department
Federal Aid Coordination Unit

Central Oregon Inter-
governmental Council
1106 W. Highland
P.O. Box 575
Redmond, Oregon 97756

FROM George N Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 10
Rocky Canyon-Prineville Reservoir
Crooked River Hwy., ORE Route 27
Crook County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be December 8, 1975.

Attachment

BLG:md

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
Carl M. Williams
R. L. Lammert
Aeronautics Div.

RECEIVED
STATE HWY ENGR

NOV 10 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

3. This improvement will provide a cost-effective method of obtaining the degree of safety and traffic service acceptable for the life of the project and be compatible with adjacent sections of highway and the general character of the highway users.

4. The low traffic volume of the road.

G. L. Green

8321

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN.

Memorandum

DEPAR...ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 14, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project No. RS-33(-)
Rocky Canyon-Prineville Reservoir Section
Crooked River Highway
Crook County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed Mr. Rulien's letter of November 7 requesting a reduction in the standards for the finish surface width on this project.

We agree with your concept to provide a hard surface road from the present end of the pavement to the Prineville Reservoir Dam using the existing road as much as possible with only sufficient grading to provide the basic minimum width. We approve the use of 22-foot top finished width and existing alinement and grade as acceptable for this project.

Our joint field review of November 3 indicated a 22-foot wide finished top could probably be carried through the Pallisades area and that some reduction may be required near Chimney Rock if significant fill material is required to be placed into the Crooked River to obtain the desirable width. Individual areas which may require even further width reduction should be identified on a site-by-site basis so they can be evaluated. Normal guardrail practice should be applied to this project.

Our approval of less than full standards for this project is predicated on the following:

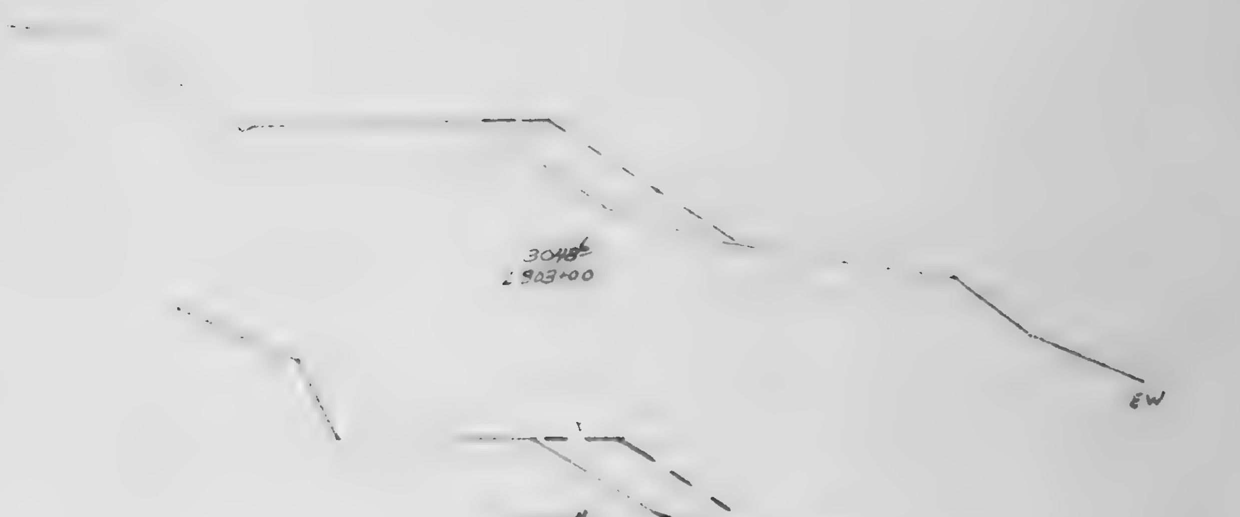
1. The project does not involve major reconstruction or significant sections of new alinement.
2. No major improvements are contemplated on this route in the foreseeable future which will materially change the character and/or volume of the traffic on the route.

NOTE:
E. S. HUNTER

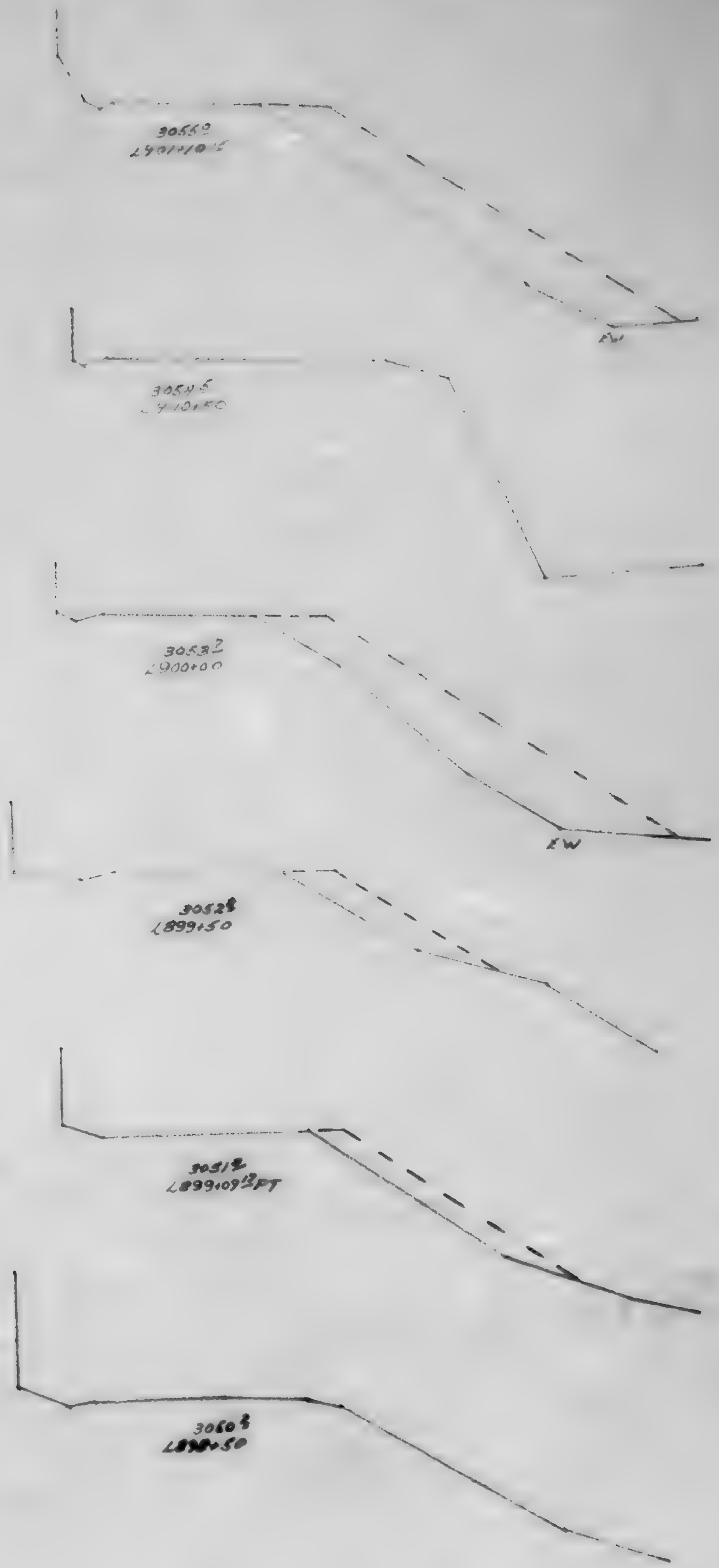
cc wolfe
Hensley
11-18-75

RECEIVED
STATE HWY ENGR
NOV 17 '75
REFER TO
G. Rulien
FOR

Info	Inves	R/D	D/R	Sim	Act	File
					✓	


3048^{6}
℄ 903+00
EW
3052^{4}
℄ 902+50
EW
3054^{8}
℄ 902+00
EW
3055^{3}
℄ $901+47^{66}$
EW

Scale: 1" = 20' H & V


$3055^{\underline{0}}$
℄901+10^{5}
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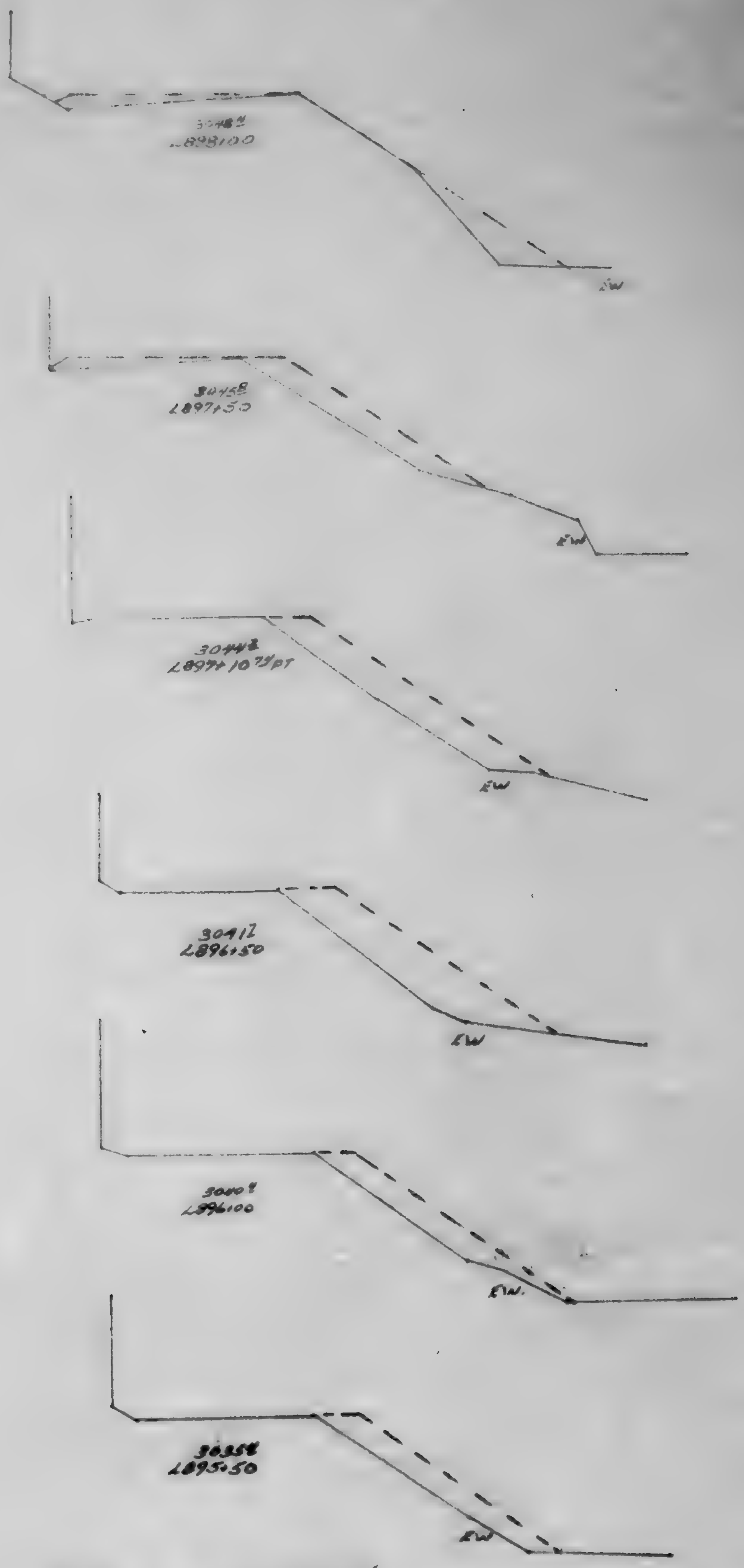
℄900+50
$3053^{\underline{7}}$
℄900+00
EW
3052^{8}
℄899+50
$3051^{\underline{2}}$
℄899+09$^{\underline{12}}$PT
3060^{8}
℄898+50

Scale: 1" = 20' H&V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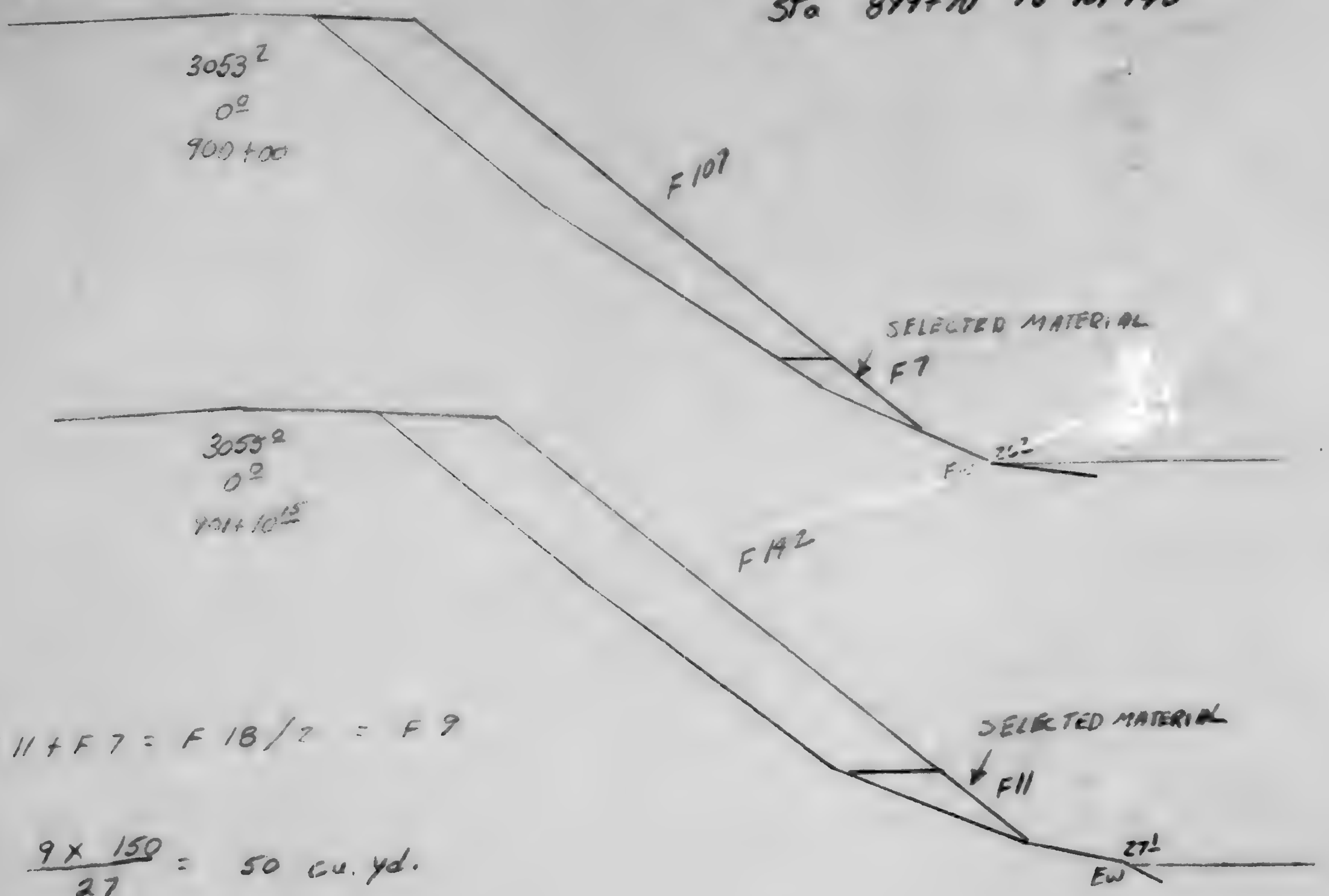
L898+00
EW
3045^{8}
L897+50
EW
3044^{8}
L897+10^{75}PT
EW
3041^{2}
L896+50
EW
3040^{8}
L896+00
EW.
3035^{8}
L895+50
EW

Scale · 1" = 20' H & V

Rocky Canyon - Prineville Reservoir
Crooked River Highway
Crook County
Scale: 1" = 10' H&V

Select Material
Sta 899+90 To 901+40

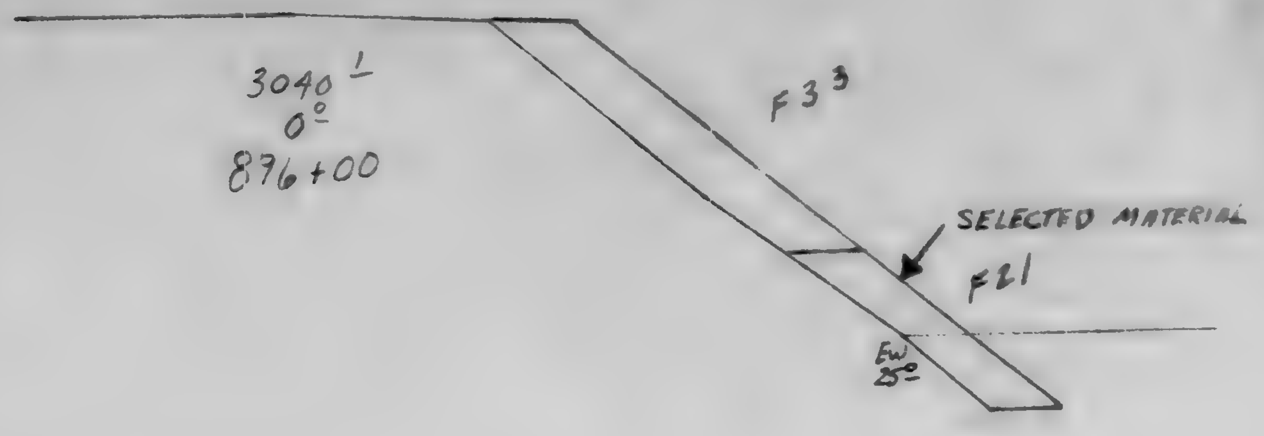

3053^{2}
0^{0}
900+00
F 10^{7}
SELECTED MATERIAL
F7
F
26^{2}
3053^{2}
0^{0}
$901+10^{15}$
F 14^{2}
SELECTED MATERIAL
F11
27^{1}
EW

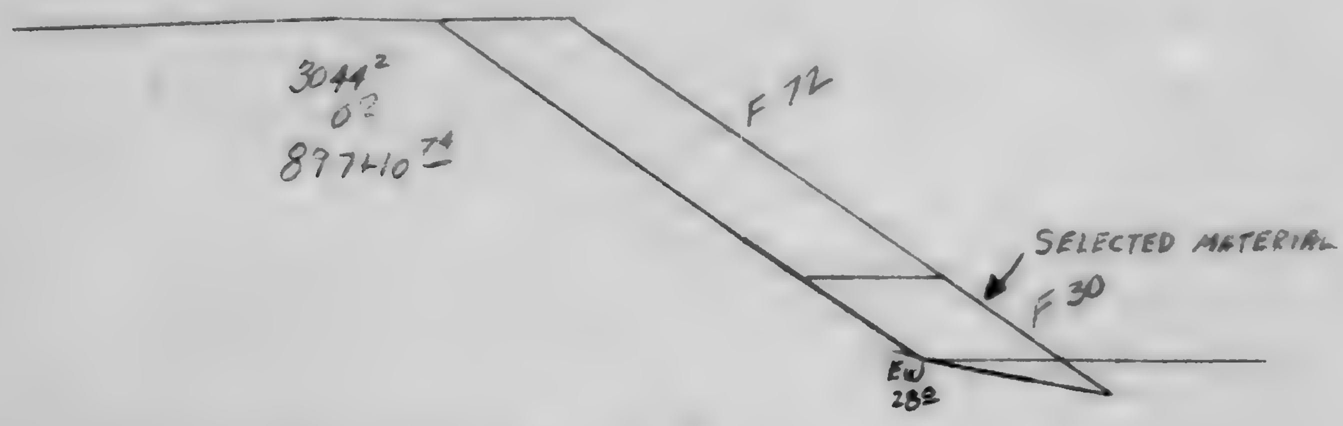
F11 + F7 = F18/2 = F9

$\frac{9 \times 150}{27}$ = 50 cu. yd.

Rocky Canyon - Prineville Res.
Select Material

Sta 895+00 To 898+30
Scale: 1" = 10' H & V

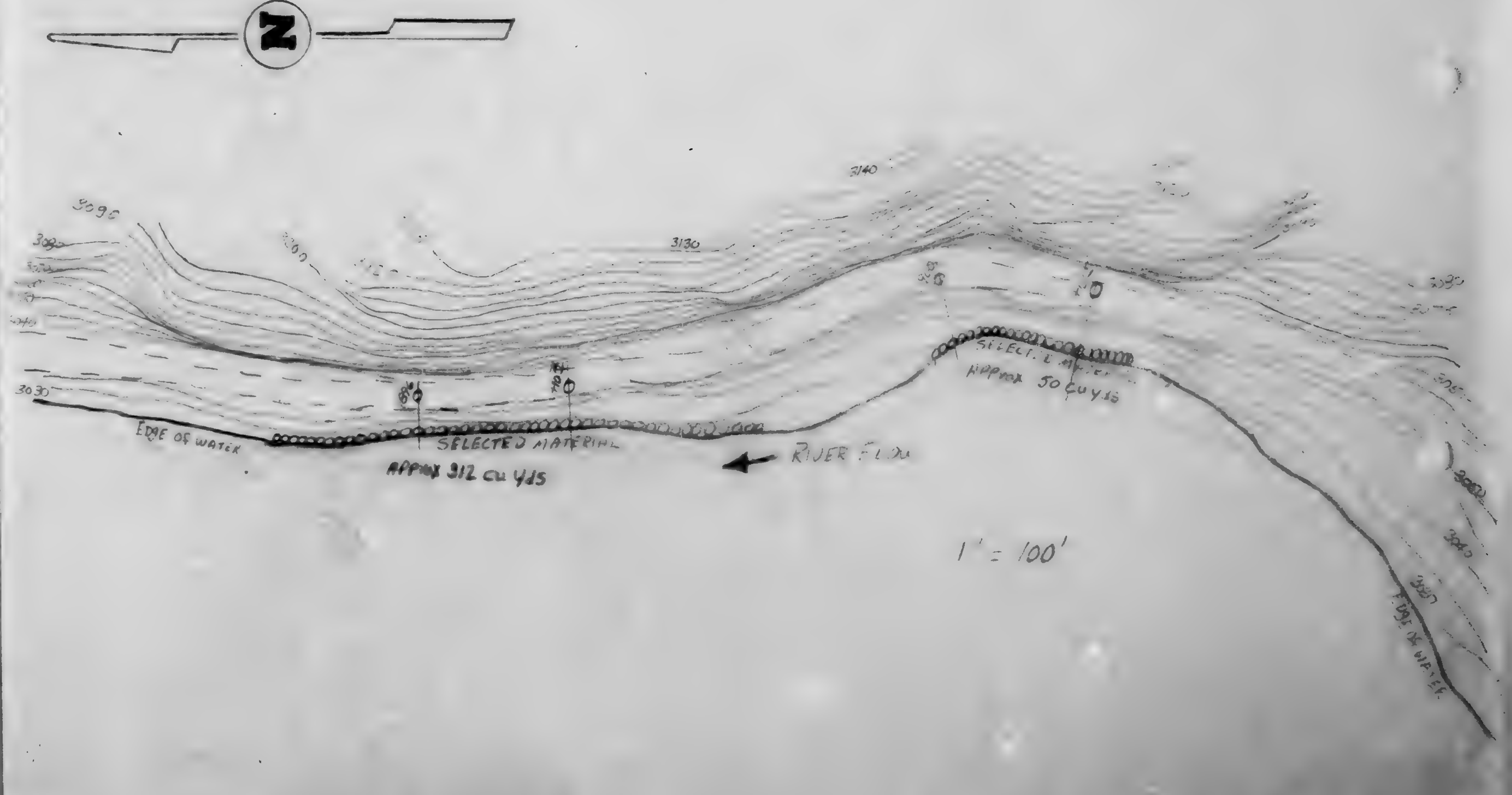

3040^{1}
0^{0}
896+00
$F\,3^{3}$
SELECTED MATERIAL
F21
EW
25^{0}


3044^{2}
0^{0}
$897+10^{74}$
F 72
SELECTED MATERIAL
F^{30}
EW
28^{0}

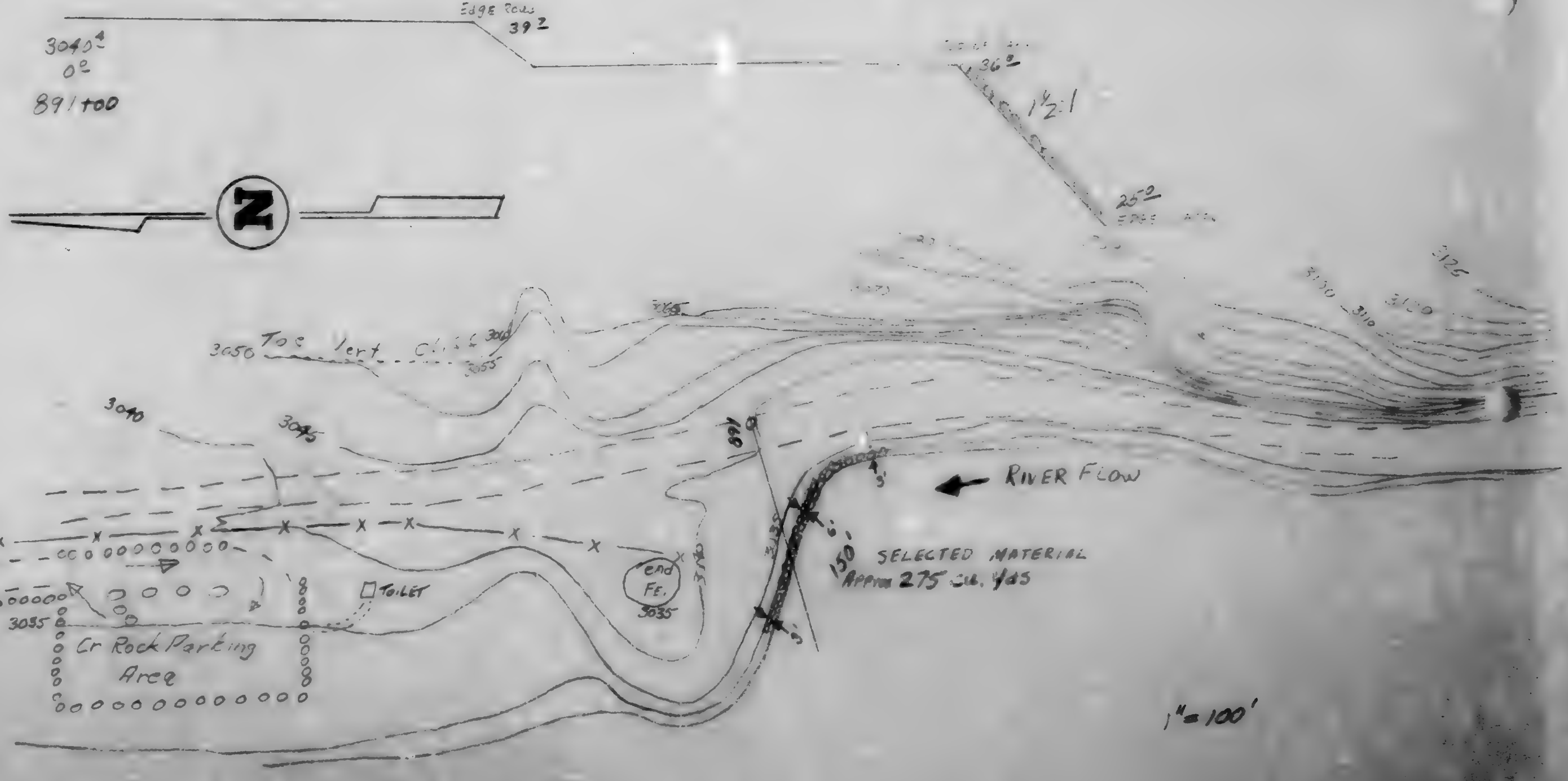
F30 + F21 = Ave 25.5 sq. ft.

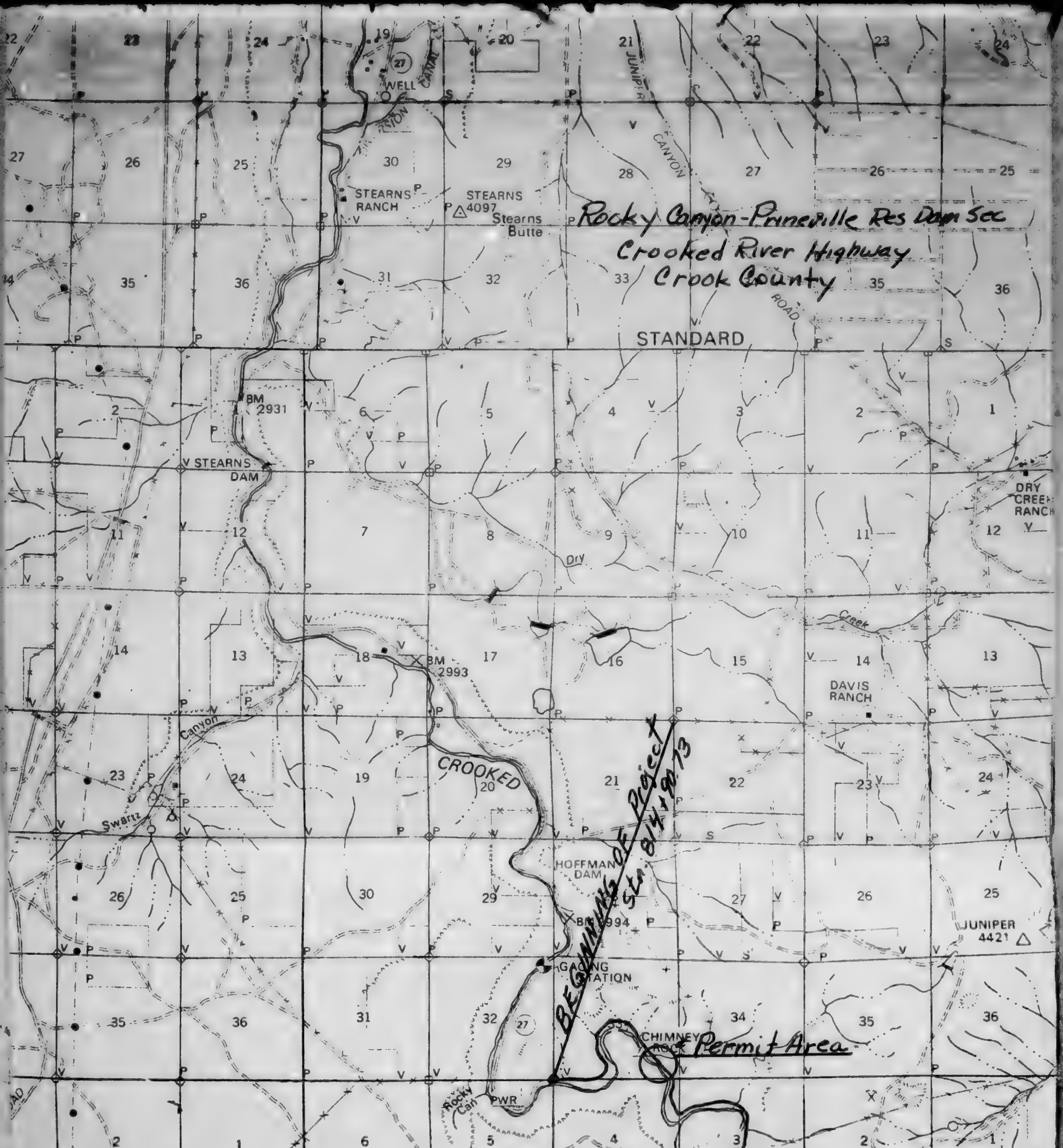
$$\frac{25.5 \times 330}{27} = \underline{312 \text{ cu.yd.}}$$

Rocky Canyon - Prineville Reservoir
Crooked River Highway
Crook County


N
3140
3096
3080
3130
3030
EDGE OF WATER
SELECTED MATERIAL
APPROX 312 CU YDS
RIVER FLOW
SELECT. MATERIAL
APPROX 50 CU YDS
1" = 100'
3080
3040
3050
EDGE OF WATER

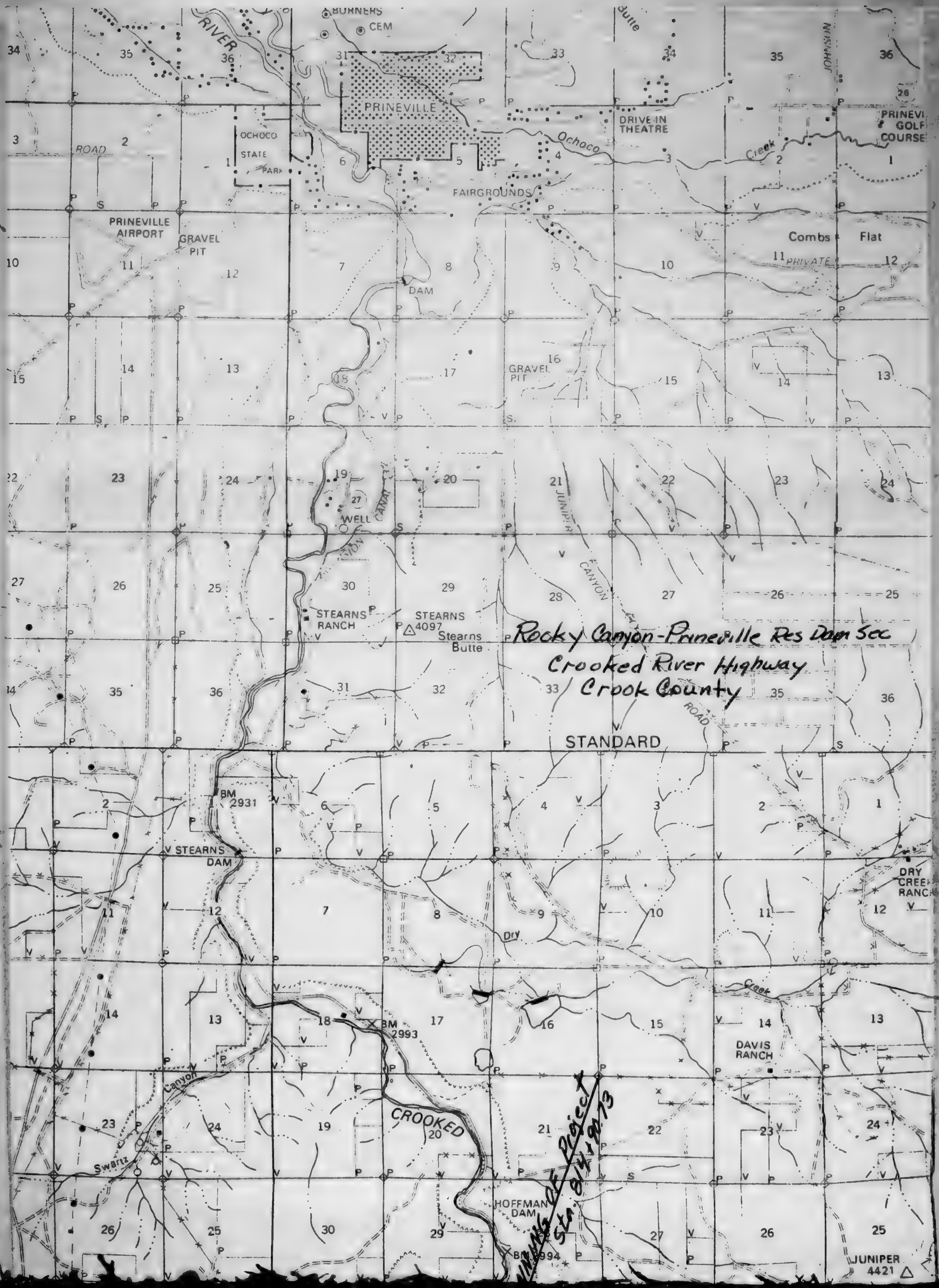
Rocky Canyon - Prineville Reservoir
Crooked River Highway
Crook County


Edge Road 39²
3040±
0²
891+00
36²
1½:1
25²
Edge
N
3126
3120
3110
3100
3050 Toe Vert. Cliff 3060
3055
3040
3045
891
River Flow
3'
6'
150
Selected Material
Approx 275 cu. yds
3'
3135
3110
end Fe.
3035
Toilet
3035
Cr Rock Parking Area
1" = 100'



Rocky Canyon-Prineville Res Dam Sec
Crooked River Highway
Crook County

WELL
CANAL
27
STEARNS RANCH
STEARNS 4097
Stearns Butte
JUNIPER
CANYON
ROAD
STANDARD
BM 2931
STEARNS DAM
Dry
Creek
DRY CREEK RANCH
BM 2993
DAVIS RANCH
Canyon
CROOKED
Swartz
HOFFMAN DAM
BM 2994
JUNIPER 4421
GAGING STATION
CHIMNEY ROCK
Rocky Can
PWR
BM 3096
PRINEVILLE DAM
GAGING STATION
RW
RIVER
BEGINNING OF Project
Sta 814+90.73
Permit Area
End of Project
Sta. 1095+00


BURNERS CEM
RIVER
PRINEVILLE
OCHOCO STATE PARK
ROAD
DRIVE IN THEATRE
Ochoco Creek
PRINEVILLE GOLF COURSE
FAIRGROUNDS
PRINEVILLE AIRPORT
GRAVEL PIT
Combs Flat
PRIVATE
DAM
GRAVEL PIT
WELL
CANAL
JUNIPER CANYON
STEARNS RANCH
STEARNS 4097
Stearns Butte
ROAD
STANDARD
BM 2931
STEARNS DAM
Dry Creek
DRY CREEK RANCH
BM 2993
DAVIS RANCH
Canyon
Swartz
CROOKED
HOFFMAN DAM
BM 2994
JUNIPER 4421
ts of Project
Sta. 814+90.73

Rocky Canyon-Prineville Res Dam Sec
Crooked River Highway
Crook County

[illegible] Canyon - Primitive Area Cam Sec sheet 2
[illegible] Hwy
[illegible] County

APPLICATION FOR REMOVAL OR FILL PERMIT

9. Contractor will use earthmoving equipment to do the necessary construction work.

10. No spoils

11. project start 1st part of 1976 completed End of 1976

12. It is in a natural state

13. None. Natural conditions will not change greatly. The erosional dirt bank that is covered will blend into the surrounding rocky area. The average 6ft widen road bed areas will be the same as the existing rocky slopes.

Rocky Canyon - Prineville Res. Dam Sec. Sheet 1
Crooked River Hwy
Crook County

APPLICATION FOR REMOVAL OR FILL PERMIT

1. Oregon State Hwy Div
P.O. Box 1249 Ph - 382-1911
Bend, Oregon [illegible]

2. - - -

3. U.S. Department of the Interior
Bureau of Land Management Ph - 447-4115
P.O. Box 550
Prineville Oregon 97754

4. Fill , Select Material

5. Fill consist of rock

6. Fill Total Project Approx 637 cu yds

7. Crooked River
b. Sec 33 T 17 S R 16 E
c. Crook County
d - Rocky Canyon - Prineville Res. Dam Sec.

8. To protect river bank erosion west of sta 891 for approx 150' (275 yds mat'l) and to widen existing roadbed between sta 895 - 898+30 (312 yds mat'l) and sta 899+90 - 901+40 (50 yds mat'l)

NOV. 13, 1975

Donald L. Trout
Design District Engr

Removal or Fill Permit
Rocky Canyon - Prineville Res. Dam Sec.
Crooked River Highway
Crook County

Attached are two copies with answers to the Fill Permit Applications as the region didn't have a blank original application.

Also attached is the following:

1. Location map showing permit area.
2. Vicinity Map showing Road bed widen areas
   sta 895 - 898+30, x-sec 896+00 & 897+10^{24}
   sta 899+90 - 901+40, x-sec. 900+00 & 901+10^{15}
3. Vicinity Map showing bank erosion area
   sta 891 and x-sec 891
4. Additional x-sec from previous submitted "L" Line
   Location sta L.895+50 - L 903+00

R.J Van Cleave

9327

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, Oregon, 97701
November 14, 1975

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County

TO: Don Trout
Design Office Engineer

Attached is information and data necessary for application to the State Land Board for a fill permit on subject section.

Please expedite processing of the application. Information given me is that funds for this project have to be obligated by December 31, 1975.

If you need any additional information, contact me.

RAS:pw

Enclosure

cc: Victor D. Wolfe

[illegible]
A. Olson
Copy Turpin
Scott
Copy Swenson
R. Olson
Trout

we

RECEIVED
NOV 17 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8328 14

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701
November 14, 1975

LOCATION SECTION

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Rocky Canyon-Prineville Res.
Crooked River Highway
Crook County
Prefix No. 7-1480

TO: Victor D. Wolfe
Location Engineer

Herewith following data on subject project:

1	Straightline Chart (6 sheets)
1 each	Estimate of Quantities & Costs (Alternate 'A' thru 'E')
1	Sketch Map

A summary of the alternates submitted is as follows:

Alternate	Description	Cost
A	Top Width-22' Full Length/Guardrail Surfacing: B.O.P. to Palisades, 6" subbase + 3"leveling Thru Palisades - 4" leveling Palisades to Dam - 6" subbase + 3" leveling Dam to E.O.P. (Co. Park) - 4" subbase + 3" leveling	$437,771
B	Top Width-22' Full Length (No guardrail) Surfacing: B.O.P. to Palisades - 4" subbase + 3" leveling Thru Palisades - 4" leveling Palisades to E.O.P. (Co. Park) - 4" subbase + 3" leveling	$380,067
C	Top Width-22' (except 17' thru Palisades)/Guardrail Surfacing: B.O.P. to Palisades - 4" subbase + 3" leveling Thru Palisades (w/turnouts) - 4" leveling Palisades to E.O.P. (Co. Park) - 4" subbase + 3" leveling	$358,215
	Note: Alternate 'C' without guardrail	$327,907
D	Top Width-22' Full Length/Guardrail Surfacing: B.O.P. to E.O.P. (Co. Park) 6" subbase + 2" leveling	$444,024
E	Top Width-22' Full Length (No guardrail) Surfacing: B.O.P. to Dam - 6" subbase + 2" leveling	$371,675
	Note: Alternate 'E' ends at the dam.	

The costs listed do not include any add-on for engineering and contingencies.

RAS:mr
cc: G. W. Martin

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☐ Requires Approval
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NOV 17 1975
ROAD DESIGN SECTION

2 Versteeg ✓
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
Trout

REFERRED TO Terpin
By Location Engineer

#7771

2. Mr. Klaboe requested verification as to the responsibility for signing city streets in connection with the establishment of the truck route from Swan Island to Interstate 5. The Commission verified that signing on city streets would be paid for by the City and signing of the State Highways involved in the route would be the responsibility of the Department of Transportation.

DELEGATIONS:

There were no delegations at this meeting.

NEXT MEETING DATES:

com 5

December 9 was confirmed as the date for the next Policy Workshop for the Commission.

December 18 was confirmed as the next regular meeting.

ESH:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
R. N. Bothman
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

8328

15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 25, 1975

TO MEMO TO THE FILE

ES Hunter

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commisssion Meeting
Highway Division and Parks Agenda
November 25, 1975

AGENDA ITEMS:

All items on the Highway and Parks Division Agenda were approved, with the exception of Item 3.

This item was a request from Mr. George Echols for a permit to build a house within the Rogue River Scenic Waterway. Screening was not possible and an alternate building site was not acceptable to Mr. Echols. The request for permit was denied.

NOA ITEMS:

Mr. Klaboe presented two NOA items:

1308

1. The Commission approved the use of a special grant of Title X Funds for the contracting of the Broadbent Section of the Powers Highway and the Elk River-Port Orford Section on the Oregon Coast Highway. These projects were on the Six-Year Program and the approval changed the funding from regular Secondary and Primary Funds to Title X Funds.

OCN 21-2 [illegible]

In addition, the Commission approved the Crooked River-Prineville Reservoir Section on the Crooked River Highway and the Hayes Hill-California Line Section of the Redwood Highway for inclusion on the Six-Year Program to be funded with Title X Funds.

OCN 21-2 Crooked R.

9221

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
2 Trout

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DEC - 4 1975
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Return To
Bring Up / /
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December 4, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County

It is proposed to specify the material source for the subject project to be mandatory. We consider it to be in the public interest for the following reasons.

1. It is adjacent to the beginning of the project.
2. It has been used before therefore no new development will occur in the environmentally sensitive area. The existing quarry is not readily visible from the highway.
3. Any excess material resulting from the roadway construction can be disposed of by placing it therein.

We ask that you concur in the decision to offer the source as a mandatory source.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:jh
cc: Gary Potter
Victor Wolfe
L. W. Rulien
Carl Williams
C. G. Swenson
Fred Eriksen

8328

Salem, Oregon
December 8, 1975

Frank E. Terpin
Final Design Engineer ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Carl Williams
Region 4 Engineer

Rocky Canyon-Prineville
Reservoir Section
Crooked River Highway
Crook County

As a result of our phone conversation concerning guardrail on the subject project the rail members will be of corrosion resistant steel.

In the future if it is necessary to replace some it may be difficult to obtain. Therefore it might be appropriate to ask the contractor to order a few extra feet and purchase it from him as excess material to ensure that it would be available when needed.

FET:jh
cc: C. G. Swenson

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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DEC - 9 1975
ROAD
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SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up____/____/____
Other________

7327

B/U ~~12-17-75~~
1-7-76

December 9, 1975

Director
Fish and Wildlife Commission
1634 S. W. Alder Street
Portland, Oregon 97208

Attention: Jim Lauman

Dear Mr. Lauman:

Re: Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County

Here is a copy of the plan for this project showing the work we propose along the bank of Crooked River. You should soon receive the regular Division of State Lands application for review. My purpose in sending you this plan is with the hope that you might be able to furnish us with any major controls for this work sooner than the normal feedback from the Division of State Lands. Our primary concern would be any restrictive dates when we would not be able to do the work as well as any other unusual requirements.

Funds for this project require that bids be taken in January 1976 and that some form of work begin soon thereafter. Any early feedback would be greatly appreciated.

Please call if you have any questions.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh

9227 14

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 10, 1975

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir Sec.
Crooked River Highway
Crook County

TO: MEMORANDUM TO THE FILES

The subject project stops short of the end of the federal-aid system which is at the south end of the dam. When the project was being worked up the location data ended at the north end of the dam. Available funds were limited and a project was worked up ending at the north end of the dam. The estimate for the project is in excess of the funds originally requested. Now it has been determined that the dam is not asphalt surfaced. This work should be done under the subject project.

Because of the necessity to receive early PS&E approval it is considered too late to include the work in the plans and specifications.

After the bids for the Elk River-Port Orford Section of the Oregon Coast Highway have been opened on December 18 the money available for the subject project and the Hayes Hill-California Line Section will be known. At that time the extension can be added or it could be added after the contract for the subject project is awarded.

FET:jh
cc: D. B. Carter, FHWA
Gary Potter
C. T. Keasey
Carl Williams
Duane Ridings
C. G. Swenson
Fred Eriksen

✓ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
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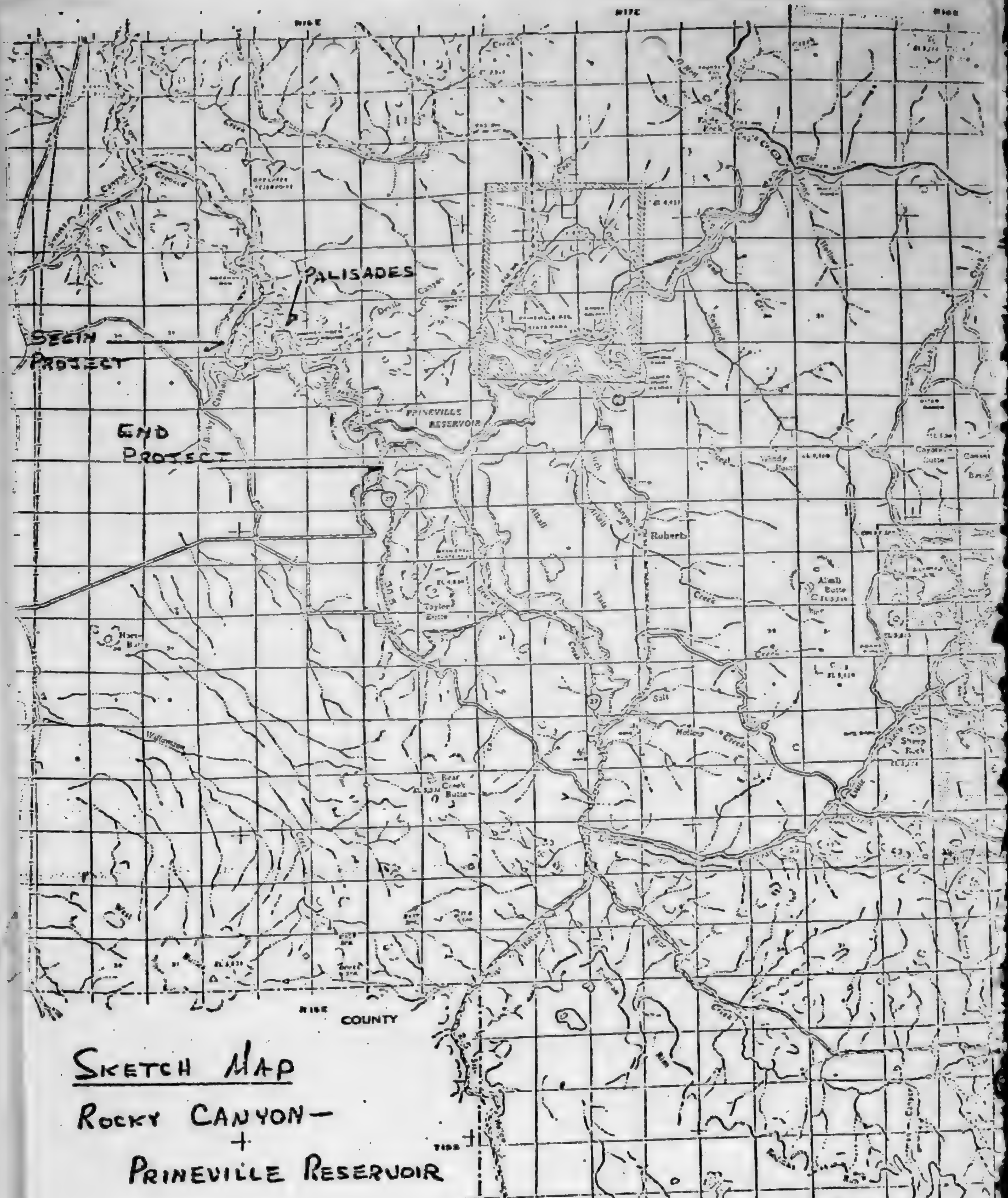

PALISADES
BEGIN PROJECT
END PROJECT
PRINEVILLE RESERVOIR
Windy Point
Coyote Butte
Roberts
Alkali Butte
Taylor Butte
Horse Butte
Salt
Bear Creek Butte
Sheep Rock
Williamson
COUNTY

SKETCH MAP

ROCKY CANYON—
+
PRINEVILLE RESERVOIR

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other________________________

COMMENT:

The choice between Alternatives 1 and 2 will be predicated on the necessity of preventing impacts on the scenic Palisades and Chimney Rock areas. Deviation from Federal and State road standards will be requested, if necessary.

6. Preliminary Identification of Areas of Critical Environmental Concern:

The Palisades area; BLM Chimney Rock Park site; aquatic habitat in Crooked River.

7. Potential for Controversial Issues:

No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No right-of-way is required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

3. Estimated Changes in Land Use:

No changes should take place, but recreational pressures may increase due to improved access. BLM ownership of land precludes second-home development.

Consequences:

Not significant.

4. Expected Adverse Effects on Natural Ecological Resources:

Some rip-rap will be placed in the Chimney Rock area, to protect the flanks of the road and in response to a request from the BLM. A silt bank, upstream from Chimney Rock Park is sloughing sway and a rock blanket will prevent this. A minor amount of aquatic habitat will be lost. Coordination has already been effected with the District Biologist of the Oregon Department of Fish and Wildlife, and preliminary concurrence obtained.

Consequences:

Not significant.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Care will be taken to refrain from impacting the scenic vertical faces of Columbia River Basalt in the Palisades area. No known sites of historic or archaeological interest exist in the project area. The proposed material source and stockpile site will be visible from the road. Scenic degradation from the stockpile site will be temporary. The proposed material source has been open for several years.

Consequences:

Not significant

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project lies in the Crooked River Canyon south of Prineville. The terrain is fairly representative of arid and semi-arid climates: relatively flat table-lands broken by steep scarps and abrupt canyons. The average annual precipitation is slightly less than 30 centimeters. The approximate altitude of the river at this point is 945 meters. The vegetation consists largely of junipers and sagebrush, with an occasional ponderosa growing close to the river. The Crooked River at this point drains a land area of approximately 6,500 square kilometers. Since the Prineville Dam was built, the fishery in the Crooked River below the dam has greatly improved. The mean summer water temperature is 10°C. It is cool because it is taken from the bottom of the reservoir. Cool water, plus an almost ideal pool to riffle ratio, has generated enough natural trout reproduction that stocking was discontinued in 1970. This particular stretch of the Crooked River has averaged 2.5 fish per angler for the last 11 years. Temperatures range from a mean minimum of -7°C in January to a mean maximum of 29°C in July. Not only is the Palisades section an outdoor geology laboratory of vulcanism, but the vertical cliffs of unusual pillowed Columbia River Basalt provide some breathtaking scenery. The typical material is the basalt flows, and the talus deposits derived from them.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The open land in the project area, belonging to the BLM, has recreation and grazing usage. As expected, noise levels are very low and air quality very high. The esthetics are of unusually high quality. Recreational usage of the river and reservoir are high during the warmer months. No conflicts with existing utilities will be encountered.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way will be required. Adjacent land is in BLM ownership, and is managed for recreation and grazing.

Typical Section Two travel lanes

Structures None

Characteristics (ADT) Present: 50; 20-year projection: 90.

Other General Information (or Supplemental information to items) An existing material source at the north end of the project is proposed. Renewal of a BLM permit will be required.

The county court has stated that there will be no request for paving or construction south of the present proposal, for the forseeable future.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1) Two lanes, existing alignment, 22' of oil mat throughout the project.

2) Two lanes, existing alignment, 22' of oil mat throughout except in the Palisades and Chimney Rock areas. Turnouts provided where possible in the Palisades.

3) Two lanes, new alignment through the Palisades crossing Crooked River twice. (Rejected due to significant impacts and doubled cost.)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☒ Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 14, 1975

A. PROJECT IDENTIFICATION

RS-33(-)

Name of Project Rocky Canyon-Prineville Reservoir (Section)

Location of Project Crooked River (Highway Name) Ore 27 (Highway No., US - ORE)

South of Prineville (City) Crook (County) IV (Region)

Program Federal Aid (Funding) $400,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To complete the paving of this recreational and farm-to-market route as far as the county park on the reservoir. There is no intent to pave further.

Origin and History: This Federal Aid construction project has been requested by Crook County since the 1960's. The Crooked River Highway is designated as State Highway 14 as far as the Central Oregon Highway and is an FAS route as far as the dam.

C. DESCRIPTION OF PROJECT

Length 5.17 miles

Termini M.P. 15.29 to M.P. 20.46

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

Non-major

(Form (1) 9-74)

DIST. 10

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 4, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project RS-33(-)
Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 20 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENG.
DEC 9 '75
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓

Cy Schroeder

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | A.T.

MANAGEMENT
ENGINEER
OFFICE ENGR.
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
REMARKS:
DEC 10 1975

BEN GIFFORD
A-95 SENT

8328

DIST. 10

Contract # 8328

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 11, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attach.

APPROVED
ESH
E. S. Hunter
Date 12-12-75

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 4 : Carl M. Williams
District 10: R. L. Lammert

BEN GIFFORD

8328 13

December 16, 1975

TO Executive Department
Federal Aid Coordination Unit

FROM for ORIGINAL SIGNED BY
D. E. SWAN
L. W. Rulien
Project Management Engineer

SUBJECT Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Title X projects.

Item No.	Project No.	Section Name & PNRS No.
RF-73	JOP-127(14)	Hayes Hill-Calif. State Line #7511-2-150
RS-71	JOP-33(2)	Rocky Canyon-Prineville Reservoir #7511-2-290

JG:md

Encl.

cc: D. E. Swan (2)
J. L. Gaither (2)

ROCKY CANYON-PRINEVILLE RESERVOIR SECTION

PROJECT NO. JOP-33(2)

Existing Facility: 16-foot gravel surfaced roadway.

Adjacent Sections:

N. End -- 20-foot oil mat surface with 4-foot shoulders.
S. End -- 16-foot gravel surface.

Project Data: The proposed work, basically on existing alignment, consists of grade, drain and intermediate-type pave 22-foot (normal) surface to accommodate two lanes.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 10 Clearinghouse A-95 review approval letters dated December 10, 1975 and December 4, 1975 respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on December 4, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design -- Not a factor in the development of this project.

Note:

(1) The project is in Congressional District No. 2.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-7)

December 12, 1975

(typewriter spaces)

S. of Prineville, S. 4.55 mi.

ADT	PRESENT 60 DHV-10	FUTURE 120	YEAR 95	REGION 10	STATE NAME Oregn	STATE CODE 41	APPN CODE 821	ITEM NO. RS-71

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): JOP- NUMBER: 33 SEQ. NO.: (2)	T. Projects Only POST MI.:	DESIG.:

COUNTY NAME: Crook CODE: 013

ROUTE NO. S FEDERAL-AID: 321 STATE: 14 U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
SR 27, 14.9 mi. S. of Prineville, S. 4.55 mi. "Rocky Canyon-Prineville Reservoir Section"	4.55	400,000	312,760	87,240		Gr., dr., I.T. pave. 22' (normal) surface to accommodate 2 lanes. ROW - 60' min.; Access control-none; Parking restrictions-none.
JG PROJECT TOTALS	4.55	400,000	312,760	87,240		

REMARKS

ommerce - Advice #821-10-601
-10)

-Over-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 12, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) SR 27, 14.9 mi. S. of Prineville, S. 4.55 mi. 21 65	ADT	PRESENT 60 DHV-10	FUTURE 120 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregn

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., Int.-Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) JOP- 14 23	NUMBER 33 7

CARD 4	CLASS OF FEDERAL FUNDS Title X	COUNTY NAME Crook					CODE (74)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S	FEDERAL-AID 321 (32)	STATE 14 (36)	U.S. (37) ----		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53	SR 27, 14.9 mi. S. of Prineville, S. 4.55 mi.	(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 5231		"Rocky Canyon-Prineville Reservoir Section"	4.55	400,000	312,760	87,240	

CARD 1	CODE 1	PREPARED BY JG	PROJECT TOTALS	4.55	400,000 (16) (23)	312,760 (24) (33)	87,240	
1	14	PROGRAM APPROVAL DATES					REMARKS	

November 14, 1975
U.S. Department of Commerce - Advice #821-10-601
(Transaction NC-11-5-10)

4321 43

~~PRO 6-2~~

December 12, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. JOP-33(2)

We are submitting program data for one project, Item No. RS-71, Project No. JOP-33(2), "Rocky Canyon-Prineville Reservoir Section", that was approved November 14, 1975, and funded under "Title X" by the U.S. Department of Commerce-advice #821-10-601, (transaction NC-11-5-10).

One copy each of the State Clearinghouse and District 10 Clearinghouse A-95 review approval letters, dated December 10, 1975 and December 4, 1975 respectively, were forwarded previously.

JG:md

Enclosure

cc: C. M. Williams (Region 4)

PRO 6-2

December 16, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. JOP-33(2)
Rocky Canyon-Prineville Reservoir Sec.

The following paragraph is an addendum to my 12 December 1975 letter on the subject project.

We request authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physicial construction of the project at a total estimated cost of $400,000 resulting in an obligation of $312,760 in Federal funds.

JG:md

8328

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: JOP-33(2)

STATE PROJECT NO.: Rocky Canyon-Prineville Reservoir Section

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: Titl-X (RS-71)

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 23 '75
REFER TO
Rulien

DATE PS&E APPROVED: December 16, 1975

DATE AUTHORIZATION EFFECTIVE: December 16, 1975

FEDERAL ROUTE NUMBER: Secondary Route 321

STATE ROUTE NUMBER: Primary Route 14

GENERAL LOCATION:
SR 27 14.9 miles south of Prineville - south 4.55 miles.

GENERAL DESCRIPTION OF WORK:
Grade, drain and pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
U. S. Dept. of Commerce Advice #821-10-601 approved this project under the privisions of Title X funded highway programs November 14, 1975.

As requested in Mr. Rulien's December 16, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $400,000 - federal funds $312,760 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proppsed exceptions and reasons thereof.

DATE: 12-19-75

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1322

Salem, Oregon
December 19, 1975

Frank E. Terpin
Final Design Engineer ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

George Martin
Resident Engineer

Rocky Canyon-Prineville
Reservoir Section
Crooked River Highway
Crook County

The contract plans for this project call for the installation of guide posts. Care must be exercised in the installation of these guide posts so that the contractor does not attempt to drive posts in the areas protected by the rubble walls. In some cases this situation can be avoided by adjusting the spacing of guide posts. Where a guide post must be installed over the wall I would recommend cutting the post at ground level and bolting it to the steel guardrail post.

FET:jh
cc: Carl Williams

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

United States Department of the Interior

BUREAU OF RECLAMATION
PACIFIC NORTHWEST REGION
FEDERAL BUILDING & U.S. COURTHOUSE
BOX 043-550 WEST FORT STREET
BOISE, IDAHO 83724

IN REPLY
REFER TO: 220

DEC 15 1975

Mr. George W. Martin, Resident Engineer
Oregon State Department of Highways
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Martin:

This will confirm your December 15, 1975, telephone discussion with Mr. J. D. Carter, Regional Engineer.

We have no objections to your proposal to include the placing of oil mat surfacing on the crest of Prineville Dam as part of your forthcoming construction program. We understand this will not involve any cost to the Government.

Sincerely yours,

Norman H. Moore

Acting Regional Director

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

8328

14

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 19, 1975

G W Martin

From: G. W. Martin,
Resident Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir
Dam Section
Crooked River Highway
Crook County

To: Frank Terpin
Final Design Engineer

Attention : Fred Eriksen

Herewith is a letter of permission for placing oil mat wearing surface over the crest of Prineville Dam.

This information was asked for by your office.

REFERRED TO
Beard
Reed
Cole
1 Sample [illegible]
2 Eriksen F.E.
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

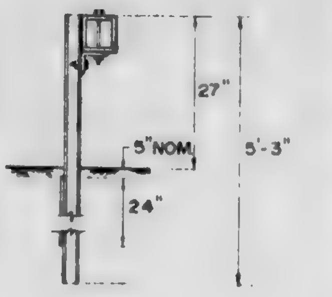
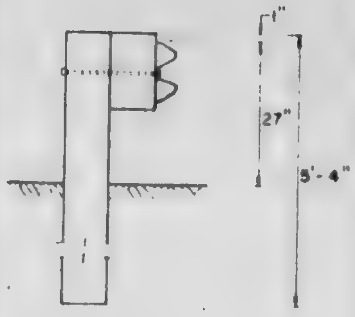
CC C. M. Williams

Versteeg
A. Olson
1 Terpin T [illegible]
Scott
Swenson
R. Olson
Trout
Eriksen

RECEIVED
DEC 22 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up / /
Other

Table III-B-1. Operational Roadside Barrier Systems (Continued)

Metric Conversions 1 ft. = 0.305 m 1 in. = 25.4 mm 1 mph = 1.61 km/hr 1 lb. = 0.454 kg				
SYSTEM	G3 Box Beam		G4W Blocked-Out "W" Beam (Wood Post)	
BARRIER DESCRIPTION POST SPACING POST TYPE BEAM TYPE OFFSET BRACKETS MOUNTINGS FOOTINGS	 6' 4" S3x5.7 steel 6"x6"x0.180" steel tube L5"x3½"x⅜" steel angle, 4½" long 3/8" dia. steel bolt(beam to angle) ¼"x8"x24" steel plate welded to post		 6' 3" 8"x8" Douglas Fir Steel "W" section, 12 GA. 8"x8"x14" Douglas Fir Block 5/8" diameter carriage bolts None	
IMPACT PERFORMANCE	IMPACT ANGLE = 15°	IMPACT ANGLE = 26°	IMPACT ANGLE = 15°	IMPACT ANGLE = 22.2°
IMPACT CONDITIONS Speed (mph) Vehicle Weight (lb.)	NO TEST	 57.7 4031	NO TEST	 60.1 4123
BARRIER Dynamic Deflection (ft.)		 4.80		 2.80
VEHICLE ACCLERATIONS (G's)[1] Lateral Longitudinal Total		 5.80 2.80 UNAV		 6.10 3.00 UNAV
VEHICLE TRAJECTORY Exit Angle (deg.) Roll Angle (deg.) Pitch Angle (deg.)		 0.00 UNAV UNAV		 15 UNAV UNAV
BARRIER DAMAGE		UNAV		UNAV
REFERENCES		18		18
FIELD PERFORMANCE DATA[2]	YES		YES[3]	
REMARKS	Excellent redirection, vehicle came to rest parallel to the rail.		Smooth redirection. Southern yellow pine is acceptable alternate to Douglas Fir. See G7 system for smaller post size.	

UNAV — unavailable

[1] 50 millisecond average unless otherwise noted

[2] If available, see summary in Appendix A

[3] Data for 6-inch block-out.

G2 are considered flexible barriers. In these systems, the resistance to impact is due in most part to the tensile forces developed in the cable (G1) or the W-beam (G2). The cable and the rail tear away from the support posts upon impact, the posts thus offering negligible resistance. Splices are designed to carry the full tensile strength of the cable (G1) or the rail (G2). The G1 system is sometimes referred to as a weak post/weak beam system while the G2 system is referred to as a weak post/strong beam system.

Systems G3 through G7 are considered semi-rigid barriers. In the G3 system, the resistance is achieved through the rail's combined flexure and tensile stiffness. The posts near the point of impact are designed to break or tear away, thereby distributing the impact force by beam action to adjacent posts. The G3 system is referred to as a weak post/strong beam system. Systems G4 through G7 are referred to as strong post/strong beam systems and they resist impact through the combined tensile and flexural stiffness of the rail and the bending resistance of the posts. Note that the rail is blocked out from the posts in these systems to minimize vehicle snagging and to reduce the tendency for the vehicle to vault over the barrier. Block-outs should be used on any "strong beam--strong post" roadside barrier system.

Note that the rail heights range from 27 inches (0.69 m) to 32 inches (0.81 m), with 27 inches (0.69 m) as the most common height. Current roadside barrier heights have been established as a result of many years of research and field evaluations. Visibility or the ability to see over the barrier was one of the more important factors in early barrier height considerations. A minimum height of

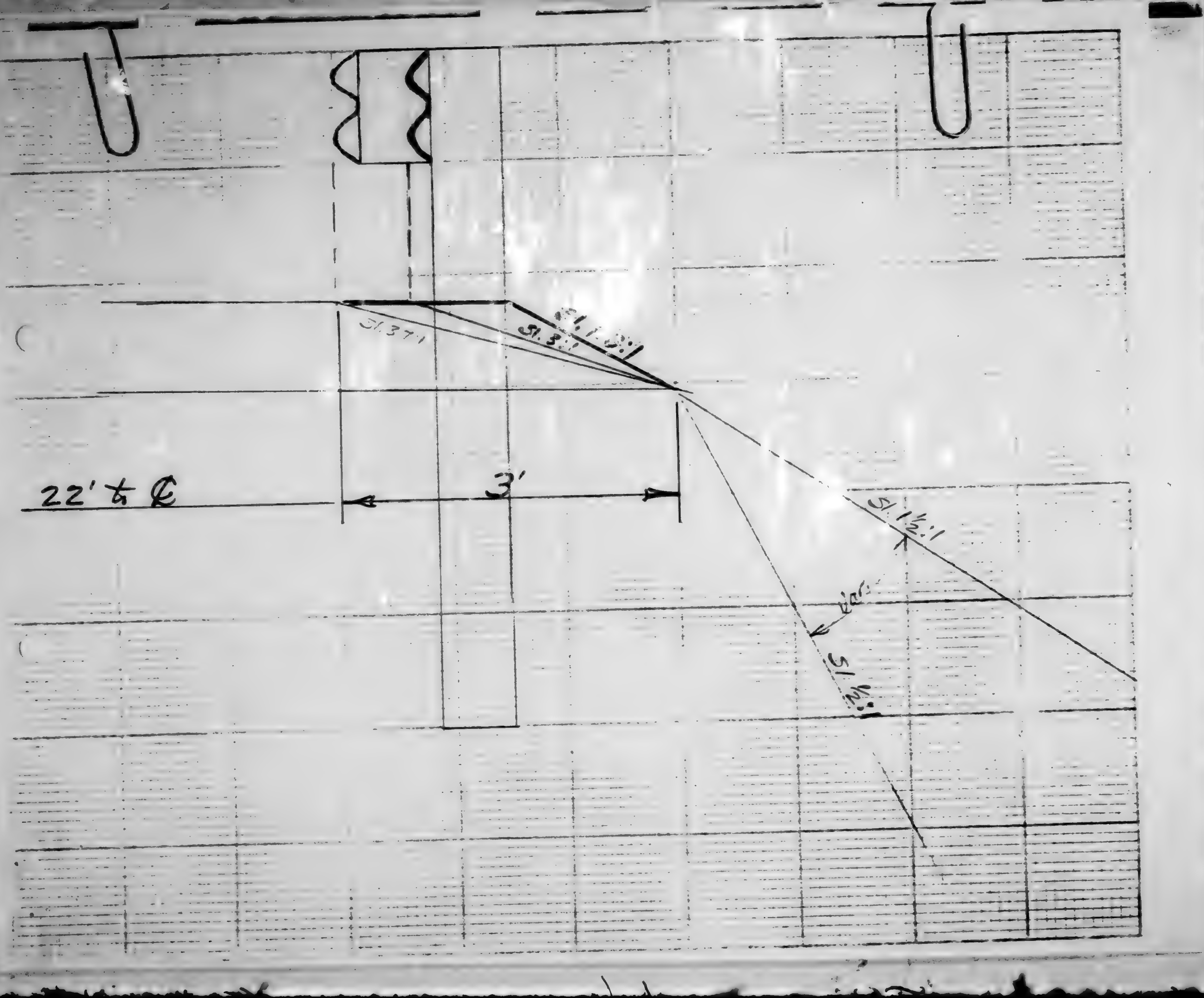
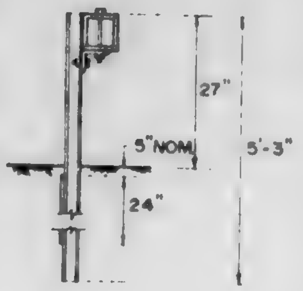
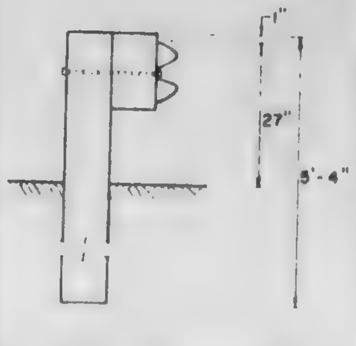

22' to ℄
3'
Sl. 3.7:1
Sl. 3:1
Sl. 1.5:1
Sl. 1½:1
var.
Sl. ½:1

Table III-B-1. Operational Roadside Barrier Systems (Continued)

Metric Conversions 1 ft = 0.305 m 1 in. = 25.4 mm 1 mph = 1.61 km/hr 1 lb. = 0.454 kg				
SYSTEM	G3 Box Beam		G4W Blocked-Out "W" Beam (Wood Post)	
BARRIER DESCRIPTION				
POST SPACING	6' 4"		6' 3"	
POST TYPE	S3x5.7 steel		8"x8" Douglas Fir	
BEAM TYPE	6"x6"x0.180" steel tube		Steel "W" section, 12 GA.	
OFFSET BRACKETS	L5"x3½"x¼" steel angle, 4½" long		8"x8"x14" Douglas Fir Block	
MOUNTINGS	3/8" dia. steel bolt(beam to angle)		5/8" diameter carriage bolts	
FOOTINGS	¼"x8"x24" steel plate welded to post		None	
IMPACT PERFORMANCE	**IMPACT ANGLE = 15°**	**IMPACT ANGLE = 26°**	**IMPACT ANGLE = 15°**	**IMPACT ANGLE = 22.2°**
IMPACT CONDITIONS				
Speed (mph)	NO TEST	57.7	NO TEST	60.1
Vehicle Weight (lb.)		4031		4123
BARRIER				
Dynamic Deflection (ft.)		4.80		2.80
VEHICLE ACCLERATIONS (G's)[1]				
Lateral		5.80		6.10
Longitudinal		2.80		3.00
Total		UNAV		UNAV
VEHICLE TRAJECTORY				
Exit Angle (deg.)		0.00		15
Roll Angle (deg.)		UNAV		UNAV
Pitch Angle (deg.)		UNAV		UNAV
BARRIER DAMAGE		UNAV		UNAV
REFERENCES		18		18
FIELD PERFORMANCE DATA[2]	YES		YES[3]	
REMARKS	Excellent redirection, vehicle came to rest parallel to the rail.		Smooth redirection. Southern yellow pine is acceptable alternate to Douglas Fir. See G7 system for smaller post size.	

UNAV — unavailable

[1] **50 millisecond average unless otherwise noted**

[2] **If available, see summary in Appendix A**

[3] Data for 6-inch block-out.

G2 are considered flexible barriers. In these systems, the resistance to impact is due in most part to the tensile forces developed in the cable (G1) or the W-beam (G2). The cable and the rail tear away from the support posts upon impact, the posts thus offering negligible resistance. Splices are designed to carry the full tensile strength of the cable (G1) or the rail (G2). The G1 system is sometimes referred to as a weak post/weak beam system while the G2 system is referred to as a weak post/strong beam system.

Systems G3 through G7 are considered semi-rigid barriers. In the G3 system, the resistance is achieved through the rail's combined flexure and tensile stiffness. The posts near the point of impact are designed to break or tear away, thereby distributing the impact force by beam action to adjacent posts. The G3 system is referred to as a weak post/strong beam system. Systems G4 through G7 are referred to as strong post/strong beam systems and they resist impact through the combined tensile and flexural stiffness of the rail and the bending resistance of the posts. Note that the rail is blocked out from the posts in these systems to minimize vehicle snagging and to reduce the tendency for the vehicle to vault over the barrier. Block-outs should be used on any "strong beam--strong post" roadside barrier system.

Note that the rail heights range from 27 inches (0.69 m) to 32 inches (0.81 m), with 27 inches (0.69 m) as the most common height. Current roadside barrier heights have been established as a result of many years of research and field evaluations. Visibility or the ability to see over the barrier was one of the more important factors in early barrier height considerations. A minimum height of against the rail. The accompanying sketch illustrates how this might occur. Surfacing material may not stand on a 1.8:1 slope and would erode closer to to the pavement.

Hal:

Rocky Canyon-Prineville Res. Sec.
Crooked River Hwy.
Crook Co.

As I have said before it is our policy to install blocks on guard rail to prevent vehicles snagging the posts. On a low volume, low speed roadway such as this one I suppose the blocks could be eliminated, without causing any great problem.

The primary purpose of the installation of the guard rail was to prevent a vehicle leaving the roadway in those locations where a deep drop-off was adjacent to the roadway. In those locations the width available is restricted. The rail posts are set as close to the edge as can be expected to be safe.

The standard practice of paving to the face of the post might need to be modified in this case to prevent slope degradation creating a pocket to trap a vehicle

14

6558

LRW BND 8 1-5-76 1.25

H. VERSTEEG

RE - ROCKY CANYON-PRINEVILLE RESERVOIR SECTION

OVER 5000 FEET OF GUARDRAIL WHEN I DID NOT WANT ANY. O. K., I WILL SWALLOW THAT, BUT HOW ABOUT ELIMINATING THE BLOCKING OUT. THE ROADWAY WILL BE NARROW ENOUGH IN A REAL AND APPARENT SENSE, WITHOUT EATING UP SOME WIDTH WITH THE GUARDRAIL BLOCKS.

CARL M WILLIAMS

MR $\frac{3}{4}$4.

$\frac{11}{38}$ - GEORGE MARTIN

✓ Versteeg
1 Olson
2 Terpin 1
Scott
2 Swenson
Anderson
Trout

RECEIVED
JAN 5 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8328

14

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 15, 1976

In reply refer to: 1041DB.4

SUBJECT: Oregon Project JOP-33(2)
Rocky Canyon-Prineville Reservoir
Crooked River Highway
Crook County
Mandatory Source

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We have reviewed Mr. Versteeg's December 4 letter and concur in your decision to offer the source as a mandatory source.

G. K. Hossner
for
G. L. Green

cc:
OSHD (Terpin)

EIVED
ST[illegible]Y ENGR
JAN 16 '76
ER TO Versteeg
FOR

Info	Inv.	R/D	D/R	Sign	Act	File
						✓

1 Versteeg ✓
Olson
2 Terpin T
Scott
Copy Swenson
Anderson
Copy Trout
JH

RECEIVED
JAN 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8328 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 7-1480

Bend, Oregon, 97701

January 21, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir Sec.
Crook County, Project Extension

TO: E. S. Hunter
Deputy State Highway Engineer

NOTED
E. S. HUNTER

Breakdown of Quantities and Costs for extending project 4,000 feet south:

Item No.	Item	Quantity	Unit Price	Amount
4	Flagmen	385 hrs.	$15.00	$5,775.00
10	Blade Grader	50 hrs.	30.00	1,500.00
14	Tandem Roller	20 hrs.	20.00	400.00
15	Grid Roller and Tractor	20 hrs.	30.00	600.00
18	Watering	90 M-Gal	4.00	360.00
19	3"-0 Aggr. Base	4100 Tons	2.00	8,200.00
20	3/4"-0 Aggr. Base	1400 Tons	3.50	4,900.00
21	Aggr.in Asphalt Macadam	1200 Tons	8.00	9,600.00
22	AR 2000 Asphalt	50 Tons	130.00	6,500.00
23	Asphalt in Seal Coat	13 Tons	130.00	1,690.00
24	Extra for Approaches	2	100.00	200.00
32	Guide Posts	80	15.40	1,232.00
	Totals for Extension			$ 40,957.00

RECEIVED
STATE HWY ENGR
JAN 30 '76
REFER TO
c/ Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

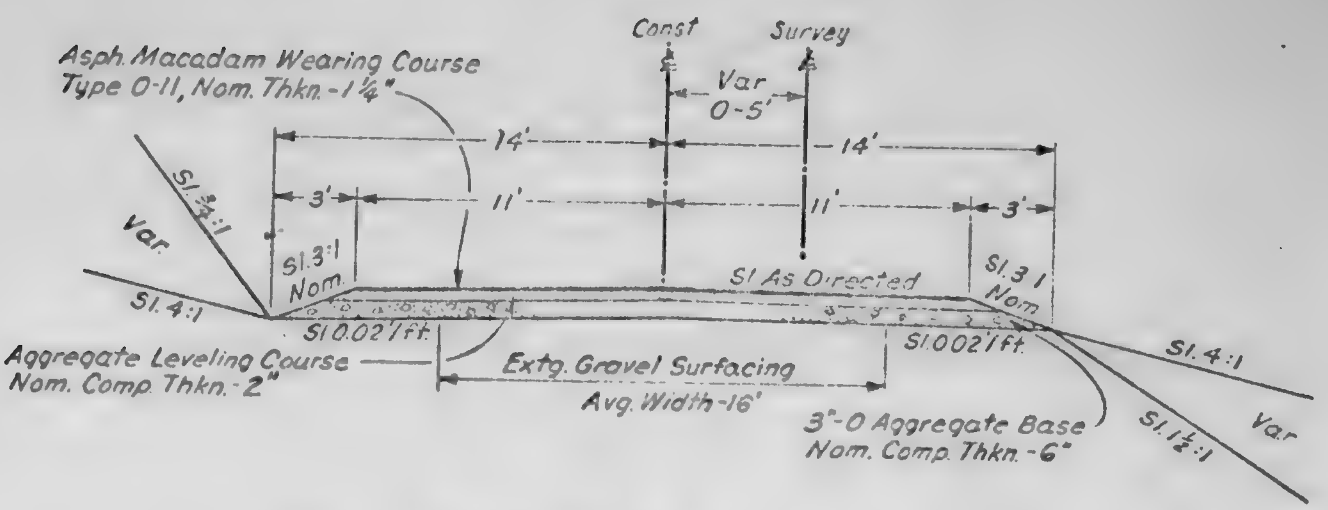
NOTED
E. S. HUNTER

RAS:pw

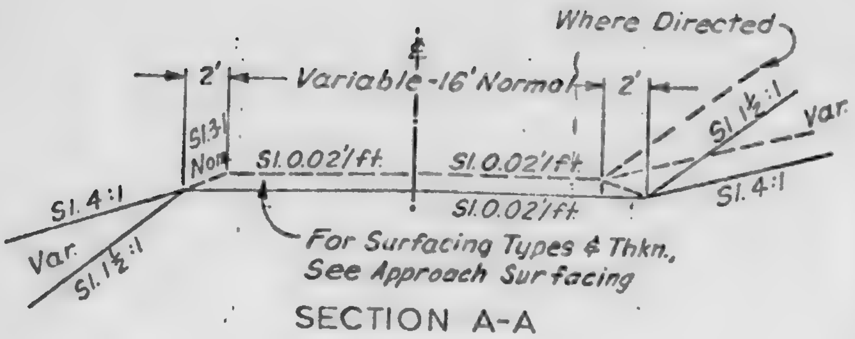
cc:G. Martin
C.T.Keasey
J.H.Versteeg

ROCKY CANYON-PRINEVILLE RESERVOIR SEC. CROOKED RIVER HIGHWAY CROOK COUNTY			
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	JOP-33(2)	

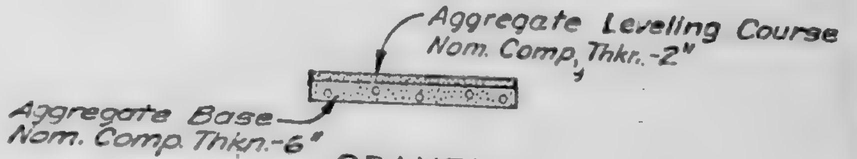
TYPICAL SECTIONS


Const ℄
Survey ℄
Var 0-5'
Asph. Macadam Wearing Course Type O-11, Nom. Thkn.-1¼"
14'
14'
3'
11'
11'
3'
Sl. ¾:1
Var.
Sl. 4:1
Sl. 3:1 Nom
Sl. As Directed
Sl. 3:1 Nom
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Aggregate Leveling Course Nom. Comp. Thkn.-2"
Extg. Gravel Surfacing
Avg. Width-16'
3"-0 Aggregate Base Nom. Comp. Thkn.-6"
Sl. 4:1
Var
Sl. 1½:1

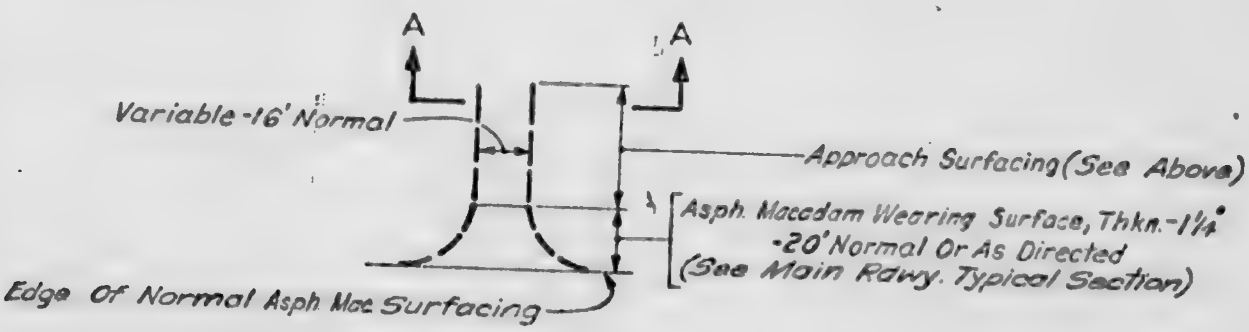
Sta. 33+25.3 to Sta. 70+21


℄
Where Directed
2'
Variable-16' Normal
2'
Sl. 3:1 Nom
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 1½:1
For Surfacing Types & Thkn., See Approach Surfacing

SECTION A-A


Aggregate Leveling Course Nom. Comp. Thkn.-2"
Aggregate Base Nom. Comp. Thkn.-6"

GRAVEL
APPROACH SURFACING

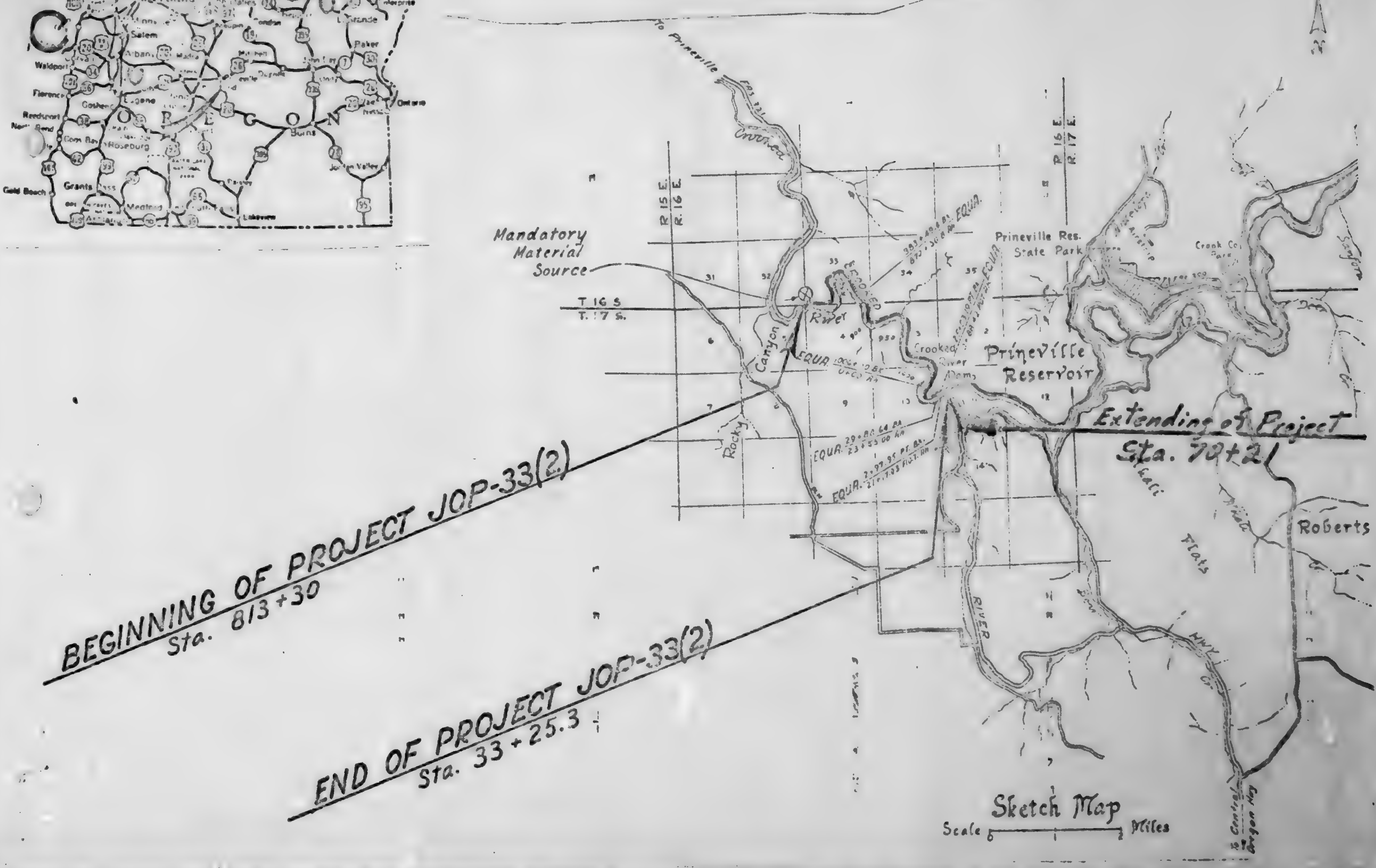

A
A
Variable-16' Normal
Approach Surfacing (See Above)
Asph. Macadam Wearing Surface, Thkn.-1¼" -20' Normal Or As Directed (See Main Rdwy. Typical Section)
Edge Of Normal Asph Mac Surfacing

PLAN
APPROACH

GRADING & OILING

ROCKY CANYON ~ PRINEVILLE RESERVOIR

CROOKED RIVER HIGHWAY
CROOK COUNTY
JANUARY, 1976



Astoria
Seaside
Tillamook
Portland
Hood River
Pendleton
La Grande
Enterprise
Baker
Salem
Albany
Waldport
Florence
Eugene
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Ontario
Jordan Valley
Grants Pass
Gold Beach
Medford
Lakeview
OREGON
To Prineville
FAS 321
Crooked
R 15 E.
R. 16 E.
R 16 E.
R 17 E.
Mandatory Material Source
T 16 S.
T. 17 S.
31
32
33
34
35
Crooked
River
Canyon
Rocky
EQUA.
Crooked River Dam
Prineville Reservoir
Prineville Res. State Park
Airstrip
Crook Co. Park
Sanford
Extending of Project
Sta. 70+21
Roberts
Flats
RIVER
HWY
To Central Oregon Hwy
BEGINNING OF PROJECT JOP-33(2)
Sta. 813+30
END OF PROJECT JOP-33(2)
Sta. 33+25.3
Sketch Map
Scale 0 1 2 Miles

Crooked R. Hwy 14

8334

FORM 81 734 3020

FILE: CON 5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
February 18, 1976

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Project Extension
Rocky Canyon-Prineville Res.
Contract No. 8328
Crook County

Attached is sketch map, typical section and quantity summary required for extension of subject project southerly to County Park access.

This information is being supplied per your telephone request of February 18, 1976.

RAS:mr

enclosures

cc: George Martin
Hal Versteeg

1 Versteeg ✓
Olson
2 Terpin Dor
Scott
3 Swenson LH
Anderson
~~copy~~ Trout

RECEIVED
FEB 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

2-27-76
Contract plans have been revised, reduced & distributed to suit the above extension
RHS

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
[illegible]
[illegible]

FILE: 7-1430
7-1044

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir
Crook County, Project Extension

TO: L. S. Hunter
Deputy State Highway Engineer

Breakdown of Quantities and Costs for extending project 4,000 feet south:

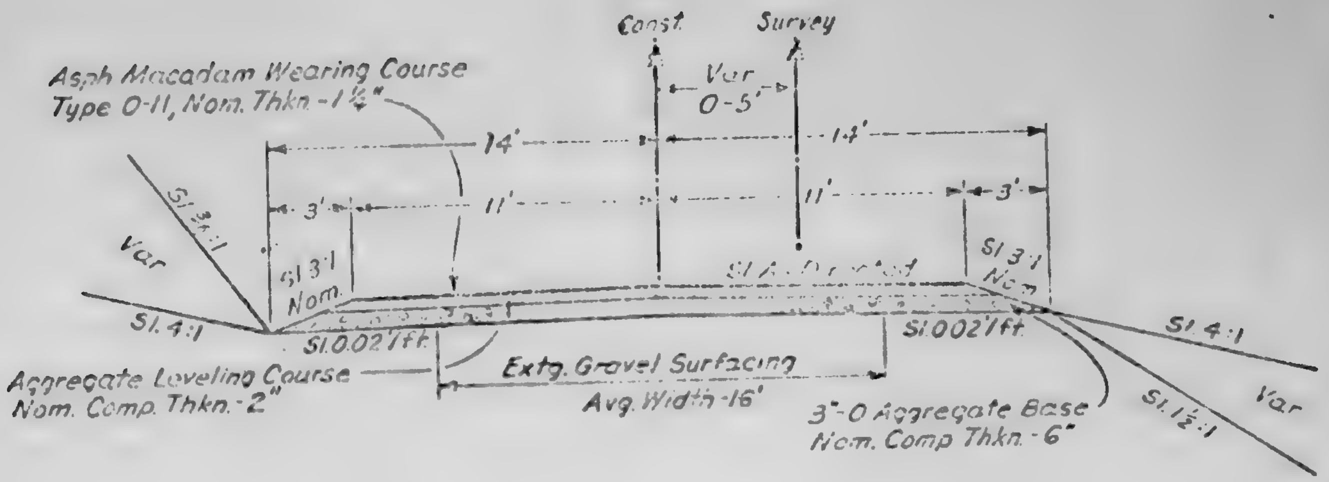
Item No.	Item	Quantity	Unit Price	Amount
4	Flagmen	385 hrs.	$15.00 ✓	$5,775.00
10	Blade Grader	50 hrs.	30.00 ✓	1,500.00
14	Tandem Roller	20 hrs.	20.00 ✓	400.00
15	Grid Roller and Tractor	20 hrs.	30.00 ✓	600.00
18	Watering	90 M-Gal	4.00 ✓	360.00
19	3"-0 Aggr. Base	4100 Tons	2.00 ✓	8,200.00
20	3/4"-0 Aggr. Base	1400 Tons	3.50 ✓	4,900.00
21	Aggr.in Asphalt Macadam	1200 Tons	8.00 ✓	9,600.00
22	AC 2000 Asphalt	50 Tons	130.00 ✓	6,500.00
23	Asphalt in Seal Coat	13 Tons	130.00 ✓	1,690.00
24	Extra for Approaches	2	100.00 ✓	200.00
32	Guide Posts	80	15.40 ✓	1,232.00
	Totals for Extension			$ 42,957.00

RAS:[illegible]

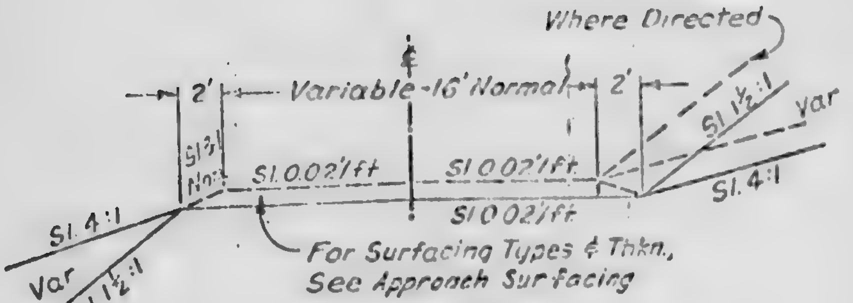
cc: J. Martin
C.T. Neasey
J.H. Versteeg

ROCKY CANYON-PRINEVILLE RESERVOIR SEC. CROOKED RIVER HIGHWAY CROOK COUNTY			
FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	JOP-33(2)	

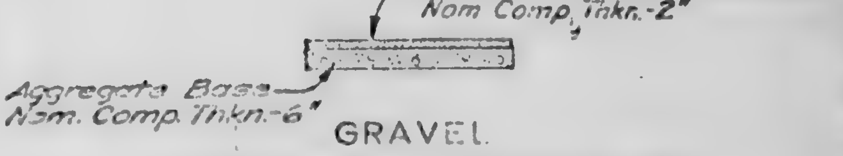
TYPICAL SECTIONS


Const.
Survey
Asph Macadam Wearing Course
Type O-11, Nom. Thkn.-1¼"
Var
0-5'
14'
14'
3'
11'
11'
3'
Sl. 3:1
Var
Sl. 3:1
Nom.
Sl. A. Directed
Sl. 3:1
Nom.
Sl. 4:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
Extg. Gravel Surfacing
Avg. Width-16'
3"-0 Aggregate Base
Nom. Comp Thkn.-6"
Sl. 1½:1
Var

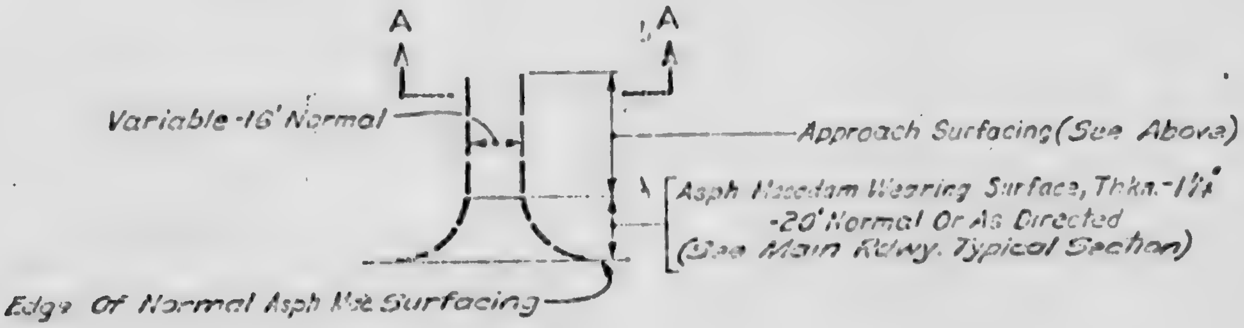
Sta. 33+25.3 to Sta. 79+21


Where Directed
℄
2'
Variable-16' Normal
2'
Sl. 3:1
Nom.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Var
Sl. 4:1
Sl. 4:1
Var
Sl. 1½:1
For Surfacing Types & Thkn.,
See Approach Surfacing

SECTION A-A


Aggregate Leveling Course
Nom Comp. Thkn.-2"
Aggregate Base
Nom. Comp. Thkn.-6"

GRAVEL
APPROACH SURFACING

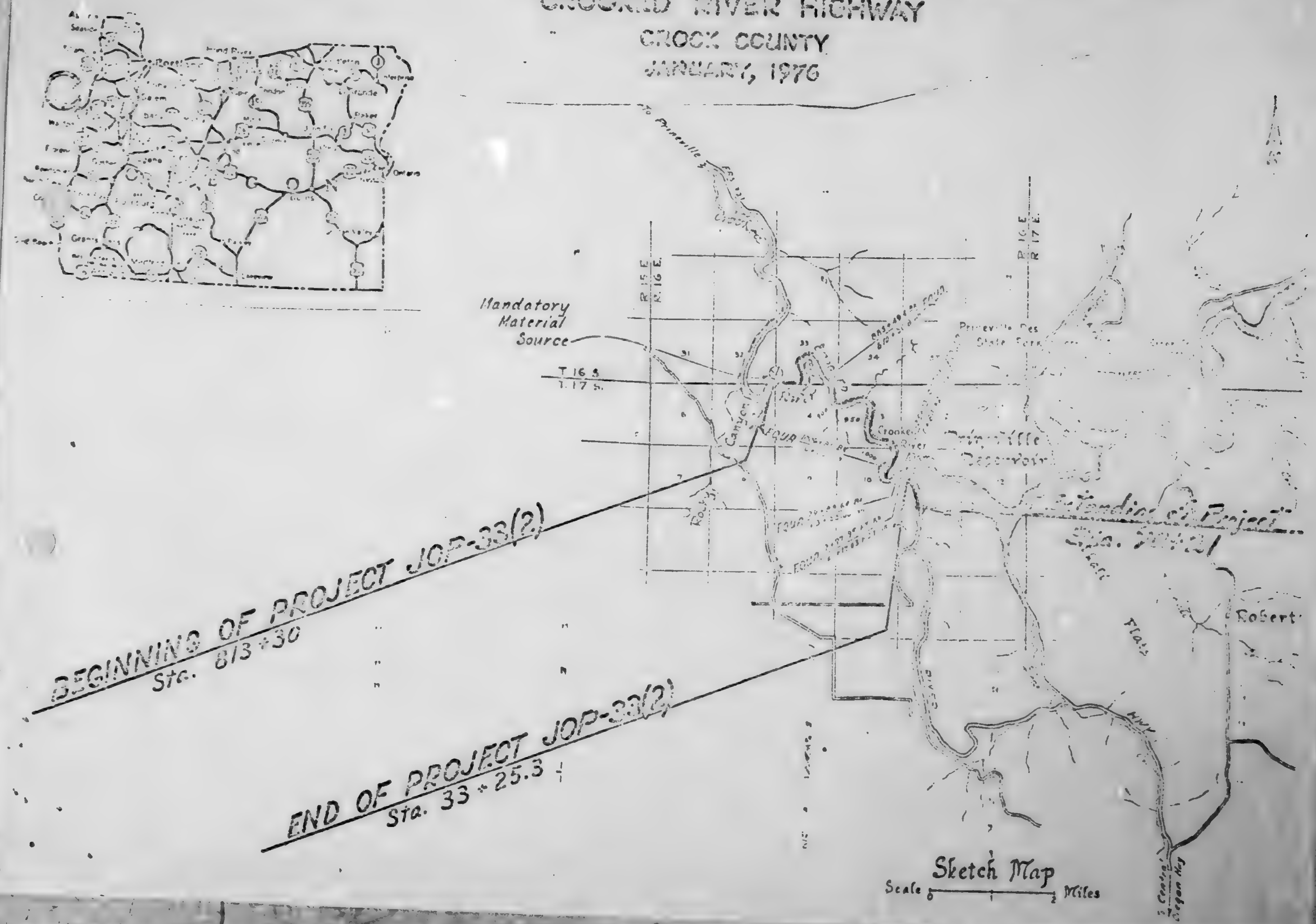

A
A
Variable-16' Normal
Approach Surfacing (See Above)
Asph Macadam Wearing Surface, Thkn.-1¼"
-20' Normal Or As Directed
(See Main Rdwy. Typical Section)
Edge Of Normal Asph Mac Surfacing

PLAN
APPROACH

GRADING & OILING

ROCKY CANYON ~ PRINEVILLE RESERVOIR

CROOKED RIVER HIGHWAY
CROOK COUNTY
JANUARY, 1976


To Prineville
Mandatory Material Source
T 16 S.
T 17 S.
R 15 E.
R 16 E.
R 16 E.
R 17 E.
Prineville Res. State Park
Rocky Canyon
Crooked River
Prineville Reservoir
Extending of Project
Sta.
Flats
Robert
River
HWY
To Central Oregon Hwy
BEGINNING OF PROJECT JOP-33(2)
Sta. 813+30
END OF PROJECT JOP-33(2)
Sta. 33+25.3
Sketch Map
Scale 0 2 Miles

14

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 20, 1976

FILE: CON 5 #8328

FROM: C. T. Keasey Construction Engineer

TO: Hal Versteeg, w/attach.
Larry Rulien, w/attach.

SUBJECT: Project Extension
Rocky Canyon-Prineville Res. Section
Crooked River Highway
Contract No. 8328
F.A. No. JOP-33(2)

Attached is a copy of a sketch map, typical sections, quantity summary and estimate of cost submitted by Region 4 pertaining to their request for extension of construction on the subject project southerly from Station 33+25.3 to the County Park access, Station 70+21, a distance of 3,696 ft.

Only very minor grading is involved to prepare the existing roadbed for the proposed new surfacing and asphalt macadam pavement. Total estimated cost of the extension is $40,957, plus required engineering costs.

Approval of this extension and any necessary FHWA program revision are requested. The contractor is working on the project, so time is of the essence.

CTK:fr

Att.

cc: E. S. Hunter
H. S. Coulter

1 Versteeg 3-9-76
2 QW
3 LR
Anderson
copy Trost

RECEIVED
FEB 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Do not File
Return To

2-27-76
Contract Plans have been revised to suit the above and distribution made.

#8328

February 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. JCP-33(2)

We request your approval of a minor program change to Item No. RS-71, Project No. JCP-33(2), "Rocky Canyon-Prineville Reservoir Section", as indicated below based on the fact that the project has been lengthened on the southerly end 0.70 mile.

(1) Project Location and Termini: Changed to read "SR 27, 14.9 mi. S. of Prineville, S. 3.27 mi."

(2) Estimated Project Cost by Phases: Changed to reflect the increased scope of work under the construction phase and the latest cost estimate for a Total Estimated Cost of $525,350 with Federal Funds of $410,770.

JG:ljt

cc: C. M. Williams, Reg. 4
D. E. Swan (2)

#[illegible]

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: JOP-33(2)

STATE PROJECT NO.: Rocky Canyon-Prineville Res.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-71(Title X)

COUNTY NAME: Crook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 8'76
REFER TO [illegible]
FOR

...	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED: 12-16-75

DATE AUTHORIZATION EFFECTIVE: 3-4-76

FEDERAL ROUTE NUMBER: Secondary Route 321

STATE ROUTE NUMBER: Primary Route 14

GENERAL LOCATION:

SR-27 14.9 miles south of Prineville-South 5.27 miles

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The US Department of Commerce advice #821-10-601 approved this project under the provisions of Title X funded Highway programs 11-14-75.

As requested in Mr. Rulien's 2-27-76 letter I approve the program change as follows:

Project Location and Termini: Changed to read "SR 27, 14.9 miles south of Prineville, south 5.27 miles."

DATE: 3/4/76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Aug 16, 1976.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 200 days, within which to complete our Contract No. 8328, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

15% increase in the amount of work to be done.
July 2 through July 5 1976 Shutdown, Engr. Order.

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date September 2, 1976

We, SAFECO INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
C. A. Tomassene
C. A. Tomassene Attorney-in-fact
C. A. TOMASSENE & SON
C. A. Tomassene
Resident Agent

1953
(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8328 Contractor R.L. Coats

Highway Crooked River

Section Rocky - Canyon - Prineville Reservoir

Kind of Work Grading + Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

The project was lengthened 0.7 mile with a resulting increase in contract work of 12%+. Special Provisions for the project state that "if the length of the project is increased, consideration will be given to an adjustment of contract time if so requested by the contractor". It is recommended that an additional 23 calendar workdays be granted because of the increase in length of project and contract work.

Construction Section recommends a complete time extension because of the increase in length of the project and resulting quantities added to the original contract.

Recommended for Approval:

Robert Hardman for Division Engineer

John J. Ford for Construction Engineer or ~~Bridge Engineer~~

R. J. Schroder for State Highway Engineer

Contract No.	8328
Project designation (State-Federal)	JOP-33(2)
Date awarded	Febuary 4, 1976
Work started	Febuary 10, 1976
Per cent completed (Date)	100% 9-21-76 ~~99% 9-3-76~~
No. of Workdays Allowed	175
No. of Workdays Used	~~175~~ 198
No. of Added Workdays Requested	25

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8328

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 4, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Rocky Canyon-Prineville Reservoir
Contract No. 8328
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

R. L. Coats requests a 25-day extension of this contract time because of the increase in work done on the project as a result of the State exercising its option to utilize all the funding available and extending the project limits.

In March, the State gave written notice to the contractor that the project would be extended 7/10 miles at an estimated increased cost of $40,957. This was 10 percent of the contract amount, but you will note the Region recommendation on this time extension shows the actual increase was about 12 percent. I suspect the Region is also taking into account the net effect of other price agreement changes, particularly Price Agreement 4 which increased the wearing surface width from 22 feet to 24 feet at an estimated cost of $17,352. On just a time-money basis, a 12 percent increase would justify an additional 21 days. The latest Weekly Report shows the project was completed September 21 with 198 days counted, or 23 days liquidated damages at $100 per day. Because of the quantities added to the original contract, a complete time extension is easily justified and can be granted on a participating basis under delegated authority.

A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
R. L. SCHROEDER

8328

October 6, 1976

R. L. Coats
Boundary Box, Newport Avenue
Bend, OR 97701

Dear Sir:

We have reviewed your request for an extension of time on Contract No. 8328 for work on the Rocky Canyon-Prineville Reservoir of the Crooked River Highway in Crook County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 23 calendar days is granted because of the increase in project length and contract work. This is for work added to the original contract quantities and will delete all liquidated damages.

Very truly yours,

R. L. [illegible] for
E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi - Final Estimate was submitted November 19, 1976

THIS IS THE FINAL REPORT.

SIGNED G.W. Martin LOCATION Bend

G.W. Martin, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8328

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rocky Canyon - Prineville Reservoir

WEEK ENDING: November 20, 1976

SECTION PREFIX: 7 - 1044

HIGHWAY: Crooked River

COUNTY: Crook

NAME OF JOB: Rocky Canyon - Prineville Res.

KIND OF WORK: Grading and Oiling

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 8328

FEDERAL AID PROJECT NUMBER: JOP - 33(2)

DATE OF CONTRACT: February 4, 1976

DATE WORK STARTED: February 10, 1976

ESTIMATED COMPLETION DATE: September 21, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 198

CALENDAR DAYS USED: 198

SPECIFIED COMPLETION DATE: September 21, 1976

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 514,102.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 448,769.50

ENGINEERING AUTHORIZATION: $ 41,128.20

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 448,769.50

ENGINEERING COST TO DATE: $ 51,090.00

DATE PROJECT WAS COMPLETED: September 21, 1976

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 124 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	1"-0 Base	Guardrail
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.84	4.84	4.84	4.84	0.95
MILES PARTIALLY COMPLETED	4.84	4.84	4.84	4.84	0.95
MILES COMPLETED	4.84	4.84	4.84	4.84	0.95
TOTAL ESTIMATED QUANTITIES (CONTRACT)		23,100 Ton	10,600 Ton	4,570 Ton	5,000 L.F.
TOTAL QUANTITIES CORRECTED TO DATE		29,990 Ton	12,934 Ton	5,983 Ton	5,572 L.F.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		29,990 Ton	12,934 Ton	5,983 Ton	5,572 L.F.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Fair	0		
MONDAY 15	Fair	0		
TUESDAY 16	Fair	0		
WEDNESDAY 17	Fair	0		
THURSDAY 18	Fair	0		
FRIDAY 19	Fair	0		BEN GIFFORD
SATURDAY				

RECEIVED
1976
CONSTRUCTION SECTION
Kinsey K
Harwood
Johnsen
Walker
Berg

8328

January 26, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On January 12, 1977, we wrote to you concerning release of final payment on Contract No. 8328 awarded to R. L. Coats for work on the Rocky Canyon-Prineville Reservoir Section of the Crooked River Highway in Crook County.

Final payment on this contract is $1,113.62 and the total contract amount is $431,075.11. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc R. L. Coats
B.E. Newport Ave.
Bend, OR 97701

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. M. Williams

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show **best estimate** of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

GPO 881-120

8328(7) STATE COPY

FORM APPROVED RCS HNG-30-03
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	2 — 4	5 — 8	9 — 12	13 — 15
		16 — 18 / 19 — 22	23 — 24 / 25 — 27	28 — 30	31 — 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

CARD A	STATE Oregon	COUNTY Crook		FEDERAL PROJECT NO. JOP-33(2)	URBAN ( ) RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		5231		DATE STARTED 2-10-76
	20	FINAL CONSTRUCTION COST	DOL.	432,785		DATE COMPLETED 9-21-76
	21	LENGTH OF PROJECT	MILES	5.269		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	11,228	104,367

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	164,458	
	9	PETROLEUM PRODUCTS	GAL.	22,600	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	80,585	
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	10,753	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON	48,907	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	442	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12"	28
		18"	270
		24"	34
		36"	28
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

CARD G	48 — 52	53 — 61	62 — 70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Crook	DIVISION Oregon
DATE OF REPORT 5-18-77	REPORT MADE BY D. B. Carter, Area Engr.		PROJECT NO. JOP 33(2)
COMPLETION DATE 9-21-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-12-77	TIME ELAPSED 100 %	CONTRACT TIME 175 cal. work days
APPROVED EXTENSIONS 23 calendar workdays	LOCATION Approx. 15 miles south of Prineville on the Crooked River Hwy.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 27 1977
Washington

ROCKY CANYON-PRINEVILLE RESERVOIR SEC.
CROOKED RIVER HIGHWAY
Grading & Oiling

This project provided for the grading and oiling of approximately 5.3 miles of the Crooked River Highway. The grading consisted primarily of widening the existing narrow gravel road maintaining the existing horizontal and vertical alignment.

The project was awarded to R. L. Coats of Bend, Oregon, on February 4, 1976, in the amount of $406,568.25. Contract time was 175 calendar work days with the time count beginning on March 1, 1976. Work was completed on September 21, 1976. The contractor was granted a 23 day time extension to allow for time to complete the 0.7 of a mile which was added to the south end of the project. This extension eliminated all liquidated damages to the contractor.

The final project cost including engineering and all changes was $492,785.45 which is 4.2% overrun of the original authorization of $473,145.46.

All participating contract work has been completed.
The permanent signing has also been completed.

A final inspection of the project was made on November 8, 1976.

5-13-77

RECEIVED
STATE HWY ENGR
MAY 31 '77
REFER TO
FOR
R/D D/R Sgn File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-19-77	TITLE District Engineer	DATE 5-20-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

ROCKY CANYON-PRINEVILLE RESERVOIR SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

Anticipated Items		
Permanent Signing	All Required	$ 2,000.00
Permanent Pavement Striping	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
Revegetate Quarry Site	All Required	5,000.00
Emulsified Asphalt Dust Control	All Required	1,000.00
		$ 9,300.00
	Subtotal	$544,033.50
	Engineering	54,403.50
	Total	$598,437.00

Length of Roadway - - - - - - - - - 4.569 miles

Cost of Roadway Per Mile - - - - $130,977.68

Federal Funds - $467,917.00

State Funds - 130,520.00

Total $598,437.00

Group 1 100%

Contract No.

Prefix No.

Oregon State Highway Division
Salem, Oregon, December 23, 1975

Federal-aid Project
No. JOP-33(2)

ROCKY CANYON-PRINEVILLE RESERVOIR SECTION
CROOKED RIVER HIGHWAY
CROOK COUNTY

Revised P.S. & E. estimate to include paving over the dam to Sta. 33+25.3; to include the latest cost estimate for use as a basis for project agreement.

Type Code 5231
Roadway (Sta. 813+50 Thru Eq. 883+49.4 = 870+30.8 Thru Eq. 1006+80 = 0+00 Thru Eq. 25+03.19 = 0+88.42 thru EQ Sta. 2+97.95 = 27+17.03 to Sta. 33+25.3

Mobilization	All	Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All	Required		4,500.00
Temporary Signs	400	sq.ft.	9.50	3,800.00
Flagmen	2,400	hour	15.50	37,200.00
Moving Cost	All	Required		10,000.00
Backhoe	40	hour	30.00	1,200.00
Tractor, Dozer and Ripper	700	hour	60.00	42,000.00
Dump Truck	800	hour	25.00	20,000.00
Front End Loader	265	hour	45.00	11,925.00
Blade Grader	600	hour	40.00	24,000.00
Drill, Track Mounted	400	hour	25.00	10,000.00
Jackhammer	160	hour	5.00	800.00
Air Compressor	560	hour	25.00	14,000.00
Tandem Roller	100	hour	30.00	3,000.00
Grid Roller and Tractor	100	hour	38.00	3,800.00
Laborers	1,600	hour	18.00	28,800.00
Explosives	4,800	lb.	1.25	6,000.00
Watering	800	M-gal.	7.00	5,600.00
3" - 0 Aggregate Base	23,100	ton	3.75	86,625.00
3/4" - 0 Aggregate Base	10,600	ton	4.25	45,050.00
Aggregates in Asphalt Macadam	4,570	ton	5.50	25,135.00
AR-2000 Asphalt in Asphalt Macadam	225	ton	135.00	30,375.00
Asphalt in Seal Coat	62	ton	140.00	8,680.00
Extra for Asphalt Macadam Approaches	6	only	75.00	450.00
Furnish 12-inch Culvert Pipe	142	lin.ft.	7.00	994.00
Furnish 18-inch Culvert Pipe	132	lin.ft.	10.00	1,320.00
Furnish 24-inch Culvert Pipe	66	lin.ft.	12.00	792.00
Furnish 36-inch Culvert Pipe	18	lin.ft.	18.75	337.50
Guard Rail, Type 2	3,625	lin.ft.	12.00	43,500.00
Special Guard Rail, Type 2	1,375	lin.ft.	20.00	27,500.00
Rail End Pieces, Type B	6	only	75.00	450.00
Guide Posts	460	only	15.00	6,900.00
				$534,733.50

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8-3-1

15

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-190

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12 30 75

State Oregon
County Crook
Project No. JOP-33(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 27, 14.9 mi. S. of Prineville, S. 4.55 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-14-75	4.569
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 598,437.00	$ 467,917.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator DEC 30 1975

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

ROCKY CANYON-PRINEVILLE RESERVOIR

NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

Anticipated Items

Permanent Signing (S.F.)	All Required	$ 1,471.68
Permanent Pavement Striping	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
Revegetate Quarry Site	All Required	5,000.00
Emulsified Asphalt Dust Control	All Required	1,000.00
P.A. No. 4 Change in Base Design	All Required	17,352.50
		$ 26,124.18
	Subtotal	$473,649.43
	Engineering	47,364.57
	Total	$521,014.00

Length of Roadway - - - - - - - 5.269 Miles
Cost of Roadway Per Mile - - - $98,882.90

Federal Funds -	$402,120.00
State Funds -	118,894.00
Total -	$521,014.00

Group 1 - 100%

Contract No. 8328

Prefix No. 7-1044

Gen files

Oregon State Highway Division
Salem, Oregon, August 10, 1976

Federal-Aid Project
No. JOP-33(2)

ROCKY CANYON-PRINEVILLE RESERVOIR SECTION
CROOKED RIVER HIGHWAY
CROOK COUNTY

Revised project agreement estimate to include the extended length and approved price agreement.

Type Code 5231
Roadway (Sta. 813+50 thru Eq. 883+49.4 = 870+30.8 thru Eq. 1006+80 = 0+00 thru Eq. 25+03.19 = 0+88.42 thru Eq. 2+97.5 = 27+17.03 thru Eq. 33+25.3 = 1+30 to Sta. 38+26)

Mobilization	All Required		$ 10,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	400 sq.ft.	4.00	1,600.00
Flagmen (2,400+385)	2,785 hour	15.00	41,775.00
Moving Cost	All Required		8,000.00
Backhoe	40 hour	25.00	1,000.00
Tractor, Dozer and Ripper	700 hour	40.00	28,000.00
Dump Truck	800 hour	22.00	17,600.00
Front End Loader	265 hour	40.00	10,600.00
Blade Grader (600+50)	650 hour	30.00	19,500.00
Drill, Track Mounted	400 hour	18.00	7,200.00
Jackhammer	160 hour	2.00	320.00
Air Compressor	560 hour	18.00	10,080.00
Tandem Roller (100+20)	120 hour	20.00	2,400.00
Grid Roller and Tractor (100+20)	120 hour	30.00	3,600.00
Laborers	1,600 hour	16.00	25,600.00
Explosives	4,800 lb.	1.50	7,200.00
Watering (800+90)	890 M-gal.	4.00	3,560.00
3"-0 Aggregate Base (23,100+4,100)	27,200 ton	2.00	54,400.00
3/4"-0 Aggregate Base (10,600+1,400)	12,000 ton	3.50	42,000.00
Aggregates in Asphalt Macadam (4,570+1,200)	5,770 ton	8.00	46,160.00
AR 2000 Asphalt in Asphalt Macadam (225+50)	275 ton	130.00	35,750.00
Asphalt in Seal Coat (62+13)	75 ton	130.00	9,750.00
Extra for Asphalt Macadam Approaches (6+2)	8 only	100.00	800.00
Furnish 12-inch Culvert Pipe	142 lin.ft.	6.00	852.00
Furnish 18-inch Culvert Pipe	132 lin.ft.	8.00	1,056.00
Furnish 24-inch Culvert Pipe	66 lin.ft.	12.00	792.00
Furnish 36-inch Culvert Pipe	18 lin.ft.	16.00	288.00
Guard Rail, Type 2	3,625 lin.ft.	7.00	25,375.00
Special Guard Rail, Type 2	1,375 lin.ft.	12.75	17,531.25
Rail End Pieces, Type B	6 only	70.00	420.00
Guide Posts (460+80)	540 only	15.40	8,316.00
			$447,525.25

8 3 2[illegible] [illegible] 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-95 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8 16 76	Form Approved; O M B No. 04-R2089 State Oregon County Crook Project Number JOP-33(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 598,437.00	$ 521,014.00
Federal funds	$ 467,917.00	$ 402,120.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

File

Oregon State Highway Division
Salem, OR September 2, 1977

Federal Aid Project
No. JOP-33(2)

Rocky Canyon-Prineville Reservoir Section
Crooked River Highway
Crook County

Revised project agreement estimate to adjust the federal funding share underrun for use on Project JOP-127(14).

Type Code 5231
Roadway (Sta. 813+50 thru EQS to Sta. 38+26)

Contract Items of Work		$410,861.25
Approved Anticipated Items		26,124.18
	Subtotal	$436,985.43
	Engineering	54,009.57
	Total	$490,995.00

Length of Roadway - - - - - - - - - - 5.269 miles
Cost of Roadway Per Mile - - - - - $93,185.61

Federal Funds	$380,000.00
State Funds	$110,995.00
TOTAL	$490,995.00

Group 1 100%
Contract No. 8328
Prefix 7-1044

8328

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-8		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Crook
MODIFICATION NUMBER 2	9-8-77	Project Number JOP-33(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 521,014	$ 490,995
Federal funds	$ 402,120	$ 380,000
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work and adjust the federal funding share underrun for use on Project JOP-127(14).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

~~Technical Services Engineer~~
(Title)

By H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

8328 Rocky Canyon-Prineville 1976
Reservoir Sec. of Crooked R. Hwy.
(Grading & oiling)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

8-25-75

spaces)	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Jct I-5, E 18.04 mi		5,600	10,000	95	10	Oregon	41	144	16

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							ROS-	000S	(10)		

0) Elimination of Roadside Obstacles

COUNTY NAME	Marion			CODE	047
ROUTE NO.	S	FEDERAL-AID 121	STATE 162	U.S.	---

PROGRAM STAGE ☐ 1 OR XXXX 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
2, 2.4 mi E of Jct E 18.04 mi						Safety improvements to eliminate or correct roadside obstacles that constitute a hazard to vehicles or to pedestrians. RR protective services as required.
er Park Dr. SE- hama Section"	0.0	418,500	376,650	41,850		Data for PR-37: Y002 - - $69,000 Y101 - - $349,500
PROJECT TOTALS	0.0	418,500	376,650	41,850		

REMARKS
IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5 requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 2.

Budget Bureau No. 41-R2067

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 8-25-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 22, 2.4 mi E of Jct I-5, E 18.04 mi 21 65	ADT	PRESENT 5,600	FUTURE 10,000 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Improvements 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (65) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) ROS- 14 23	NUMBER 000S 7

CARD 4	CLASS OF FEDERAL FUNDS (Section 210) Elimination of Roadside Obstacles	COUNTY NAME Marion	CODE 04 (14)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S FEDERAL-AID 121 (32) STATE 162 (36) (37) U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**		SR 22, 2.4 mi E of Jct I-5, E 18.04 mi					
5					**ROW**							
5					**CONST** (CODE) Y002 Y101		"Deer Park Dr. SE-Mehama Section"	0.0	418,500	376,650	41,850	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	418,500	376,650	41,850	
1	14	PROGRAM APPROVAL DATES							(18) (23)	(24) (33)		

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7-2
FHPM 7-7-5 requirements complied with under preliminary engineering proje
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 2.

8327

PRO 6-2

August 25, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. ROS-000S(10)

We are sending program data for one project, Item No. 16, Project No. ROS-000S(10), "Deer Park Dr. S.E.-Mehama Section", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal-aid Act of 1973.

It is our present intention to receive bids for this project on September 25, 1975.

JG:dc
Enclosure

8327

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 28, 1975

FROM: Frank E. Terpin
Final Design Engineer

F.E.T.

SUBJECT: Deer Park Drive-Mehama Section
North Santiam Highway
Marion County

TO: L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

A field review of the subject was made Monday, August 25 in company with Region II personnel and Mr. Paul Reidl, FHWA Area Engineer.

It was determined that some changes in the plans would result in a better project.

Therefore, the decision has been made to postpone the project from September to October so that the proposed changes may be incorporated in the plans and specifications.

Enclosed is a copy of a letter from Region Construction Engineer Gerald Wimer concurring in this decision.

FET:we
cc: E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Glenn Eaton
C. G. Swenson
Fred Eriksen

RECEIVED
STATE HWY ENG.
AUG 28 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 9-2-75
BY (Signature): L. W. Rulien's August 25, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

~~STAGE~~ ITEM NOS. 16 THRU ______
~~STAGE~~ ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
16	ROS-000S(10)	0.0	418,500	376,650	Deer Park Drive SE - Mehama Section. Marion County State of Oregon.	Safety improvements to eliminate or correct roadside obstacles.

RECEIVED
STATE HWY ENGR
SEP 4 '75
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

Orig

9-2-75

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-2-75	C R Burkhardt for G. L. Green, Division Administrator

* Program approval ~~[illegible]~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

1327

FORM 81-7-14 10-70

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 4, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Proposed Project
Section 209
1973 Highway Safety Act
North Santiam Hwy.

Attached is a proposed Section 209 project located at M.P. 11.53 on the North Santiam Hwy. No. 162 at the intersection of the Aumsville-Sublimity Road (FAS 679). This project consists of installation of luminaires and the removal of the one-way leg in the southwest corner of the intersection. The estimated cost of this project is $34,000.

It would be convenient to expedite this project and add it to the Deer Park Drive S.E.-Mehama Roadside Obstacle project as they are in the same geographical area. The Roadside Obstacle project has been rescheduled to October 23.

Would you please prepare the necessary paperwork for Federal Highway Administration participation in this project. By a copy of this letter I am asking the Region Engineer to prepare and submit a Survey Authorization.

L. E. George
Traffic Engineer

JS:rj
cc: C. O. Fredrickson w/Att.-Please send Survey Authorization to Vic Wolfe
Walter J. Hart
Vic Wolfe
J. H. Versteeg

REFERRED TO
Beard Reed
Cole Sample
Erikson 7/8 Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 ✓
2 T
3

RECEIVED
SEP - 5 1975
ROAD

Requires Reply
Requires Approval
Return To
Other

9327

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 10, 1975

for W. H. Lamphe
FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Deer Park Drive-Mehama Section
North Santiam Highway
Marion County

TO: E. S. Hunter
Deputy State Highway Engineer

Attached is a copy of a letter from L. E. George, Traffic Engineer, requesting that some illumination at the West Stayton Interchange be added to the subject project.

I have been advised by the Bridge Design Section that it will take approximately three weeks to prepare the plans. This would require postponing the bid opening from October 23 to November 20, unless funds are included in the project authorization to perform the revision as extra work.

The character of the work is such that a month's delay will not be significant. I recommend that the project be postponed.

May we have your approval of this proposal?

FET:we
Attachment
cc: L. E. George
L. W. Rulien
C. T. Keasey
C. O. Fredrickson
C. G. Swenson
Fred Eriksen

RECEIVED
STATE HWY ENG
SEP 10 '75
REFER TO
Terpin
FOR

Info	Inves	R/D	D.R.			File

9-11-75

APPROVED
EJH
E. S. Hunter
Date 9-10-75

9327 11-24-75 B

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HS-220(17) & ROS-000S(1)

STATE PROJECT NO. Deer Park Dr SE-Mehama

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-49 & ROS-16

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
DEC 3 '75
REFER TO
FOR

DATE PS&E APPROVED: November 25, 1975

DATE AUTHORIZATION EFFECTIVE: November 25, 1975

FEDERAL ROUTE NUMBER: Secondary Route 121

STATE ROUTE NUMBER: Secondary Route 162

GENERAL LOCATION:
SR 22 4.9 miles SE of Jct SR 214 and SR 22 2.4 miles east of Jct I-5 - east 18.04 mi.

GENERAL DESCRIPTION OF WORK:
Channelization, Illumination and elimination of roadside obstacles.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Railroad Protective Services	$1,000
Temporary Erosion Control	1,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandums of September 2 and September 22, 1975 approved these projects for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 21, 1975 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved for a total estimated cost of $438,232 - federal funds $394,408.

A signed copy of the Title Sheet is returned herewith.

DATE: 11-24-75

SIGNATURE OF APPROVING OFFICIAL: CR Burghardt

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5. Deer Park Drive SE-Mehama Section
North Santiam Highway, Marion County

Guardrail, signing and illumination.

Same as No. 2

RPS:mc

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

8327

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 3, 1975

FROM: F. B. Klaboe
Administrator and
State Highway Engineer FBK

SUBJECT: Footpaths and Bicycle Trails
December 18 Bid Letting

TO:
FILE

Bids will be opened December 18 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Pacific Highway West at Lewisburg Road
   Pacific Highway West, Benton County

   Grade, pave and traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Grading and paving incidental to traffic signal installation.

2. Milo McIver State Park
   Clackamas County

   Toilet Building (Type 8)

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Elk River-Port Orford Section
   Oregon Coast Highway, Curry County

   Grade, pave and structure

   Class III bike lanes (paved shoulders) will be provided throughout the project.

4. Main Street-S. "A" Street (Springfield) Section
   Springfield Highway (S. 3rd St.), Lane County

   Grade and pave

   Five-foot sidewalks with curb cuts and ramps for use by pedestrian and bicycle traffic will be provided.

Oregon State Highway Division
Salem, Oregon, January 8, 1976

Federal Aid Project
No. HHS-220(17)

AUMSVILLE-SUBLIMITY ROAD JCT. SECTION
NORTH SANTIAM HIGHWAY
MARION COUNTY

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 3,500.00

Type Code Y030
Channelization and Illumination (M.P. 11.53)

Obliteration of Roadway	All Required	$ 1,000.00
Roadway Lighting Poles and Arms	All Required	12,300.00
Foundations	All Required	5,000.00
Luminares and Ballasts	All Required	800.00
Switching, Conduit, Wiring, Lamps, etc.	All Required	8,400.00
Wood Lighting Poles and Wiring	All Required	1,700.00
Traffic Signal Reinstallation, Switching, Wiring, etc. (Aumsville-Sublimity Rd. Jct.)	All Required	600.00
	Subtotal	$29,800.00
	Engineering	2,980.00
	Total	$32,780.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,500.00	$ 3,150.00	$ 350.00
Highway Lighting	32,780.00	29,502.00	3,278.00
	$36,280.00	$32,652.00	$3,628.00

Group 2 - 11%

Contract No. 8327

Prefix No. 124-1009
Prefix No. P.E. 124-1988

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

9327

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-9	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-21-76	State Oregon County Marion Project No. HHS-~~229(17)~~ 220(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 4.9 Mi. SE of Jct. SR 214

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-22-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	11-24-75	0.00
OTHER *(Specify)*		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 36,280.00	FEDERAL FUNDS $ 32,652.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 1-21-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

WORK IN PROGRESS

The contractor was placing guardrail and posts on the west end of the project and removing rail and posts at the Stayton Interchange. The subcontractor was placing shoulder material at bridge ends east of the Stayton Interchange.

FINDINGS AND RECOMMENDATIONS

The work being performed is considered as satisfactory. Signing for traffic control was satisfactory; however, the flagmen could have been more aware of controls, especially during adverse weather conditions. The inspector in the field was instructed to have the contractor furnish additional training for these men.

The contractor is having difficulty finding a source for his concrete material due to the requirements on the Friable particles test set up in the Standard Specifications. This is presently being analyzed by the field and the materials lab.

The inspection work in the field was being handled in a very satisfactory manner and there is adequate personnel to cover the contractor's activities.

The field office has established adequate controls for covering the lump sum items in the contract.

A price agreement for constructing embankment in lieu of guardrail at MP 15, construct embankment and install guardrail at MP 21, and extend the existing 12-inch culvert at MP 15.63 for a net increase of approximately $400 has been approved.

The EEO, labor compliance, bulletinboard, and EEO officer have been complied with in accordance with the specifications.

8327

STATE COPY

U.S PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: OSHD (H S Coulter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon
DATE OF INSPECTION 3/31/76	INSPECTION MADE BY P.V. Riedl, Area Engr	Original signed by P. V. RIEDL	PROJECT NO. ROS-000S(10) HHS-220(17)

IN COMPANY WITH
Cliff Lehman, Res Engr

LOCATION
Deer Park Drive SE-Mehama Section on North Santiam Highway

CONTRACTOR NAME AND ADDRESS
Coral Corp.; PO Box 258; Gladstone, Oregon 97027

AWARD DATE 1-6-76	CONTRACT AMOUNT $314,327	TIME ALLOWED 225 days	TIME STARTED 1/20/76	WORK STARTED 2/27/76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 30	WORK COMPLETED 8	

REMARKS

DEER PARK DRIVE SE-MEHAMA
NORTH SANTIAM HIGHWAY
Guardrail, Signing, & Illumination

The project is located on the North Santiam Highway southeast of Salem for a distance of 18 miles to the community of Mehama.

The work on the project consists of the construction of guardrail, signing, and illumination.

SCOPE OF INSPECTION AND REVIEW

This inspection was made to cover the initial construction work performed and the field control performed by the Engineering staff.

WORK COMPLETED

The subcontractor began work on February 27 on a limited basis due to adverse weather conditions, placing embankment material, performing clearing and grubbing, and placing culverts. The prime contractor has been removing paint from the existing guardrail and started Monday on installing posts and rail on the west end of the project.

NOTED
RECEIVED
Office of

- more -

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

8327

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 6, 1976

The Oregon Bank
P.O. Box 311
Oregon City, Oregon 97045

Attention: R.L. Wills

Re: Coral Corp.
Contracts 8216 and 8327

Our contract 8216 with the Coral Corporation has been finaled, therefore the amount of $3,200 currently deposited in lieu of retainage on this contract may be transferred to our contract number 8327. (TCD #13117) (Safekeeping Receipt 27706)

Enclosed please find safekeeping receipt 26936 for matured TCD 96731.

V.E. Skoog
Controller

By______________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

C.W. Head ✓
J. Bond
R. Church
C. Barrett

cc: Coral Corp.
Attention: Larry Arnold

NOTED
C. W. HEAD

ASSIGNMENT

The undersigned, for value received, does assign and transfer to the State of Oregon Certificate of Deposit #5516 dated May 14, 1976 in the amount of $10,000.evidencing the deposit fo funds in the name of Coral Corporation on the books kept by the Oregon Bank of the city of Oregon City, Oregon as assignee and the undersigned hereby constitutes and appoints the Oregon Bank the true and lawful attorney of the undersigned irrevocably for and in the name of stead, of the undersigned, but to the use of the assignee to sell, assign, transfer and set over all or any part of the said certificate and all rights and interests represented thereby and for that purpose to make an exact or necessary account of assignment.

By Robert D. Laam
Coral Corporation

This 17th day of May, 1976

Sworn to before me this

17th day of May, 1976

Sherri Schafer
Notary Public

My commission expires 5/12/80

THE OREGON BANK **Nº 25515**

Oregon City BRANCH

Oregon City PORTLAND, OREGON May 14 1976

RECEIVED FROM Coral Corporation

P/S # 5516 dated 5-14-76 180 day

Mat: 11-10-76 5½% $10,000.00

Oregon ~~City~~ State Hwy Division

Bank to hold pending authorization from the State Hwy Division

THE OREGON BANK

BY Hazel Ditmarson

COM 233

8327

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 19, 1976

The Oregon Bank
P.O. Box 311
Oregon City, OR 97045

Re: Coral Corp.
Contract 8327

We have received your Safekeeping Receipt 25515, covering Certificate of Deposit 5516 in the amount of $10,000, to be used in lieu of retainage on our Contract 8327 with Coral Corporation. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Coral Corp.

bc: C.W. Head
John Bond
Robert Church
Charles Barrett

8327 3 15

June 8, 1976

Coral Corp.
135 E. Hereford
P.O. Box 258
Gladstone, Oregon 97027

Attention: Larry Arnold

Re: Contracts 8202 & 8327

At your request, we have transferred $5,700 of certificate of deposit 13117, deposited in lieu of retainage from Contract 8202 to 8327.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: The Oregon Bank

bc: C wHead
R Church
C Barrett

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	Subcontractor completed relocation of traffic signal at Aumsville-Sublimity Rd. Jct.; completed photocell installation & finished wiring control box.
TUESDAY	Subcontractor doing cleanup work at Area #12, smoothing slopes at Area #34. Subcontractor grouting pole bases and plumbed poles Nos. 3 & 4. Contractor completed his work on project effective today. Second Notification sent in.
WEDNESDAY	Minor cleanup.
THURSDAY	Minor cleanup.
FRIDAY	
SATURDAY	

REMARKS

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E.
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8327

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deer Park Dr. S.E.- Mehama

WEEK ENDING: September 4, 1976

SECTION PREFIX: 124-1009

HIGHWAY: North Santiam

COUNTY: Marion

NAME OF JOB: Deer Park Dr. S.E. - Mehama

KIND OF WORK: Guard Rail, Signing and Illumination

CONTRACTOR: Coral Corporation

CONTRACT NUMBER: 8327

FEDERAL AID PROJECT NUMBER: ROS-000S(10) & HHS-220(17)

DATE OF CONTRACT: January 6, 1976

DATE WORK STARTED: February 27, 1976

ESTIMATED COMPLETION DATE: -

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 2 SUPERVISION 2

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 225

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 224

PERCENT OF TIME ELAPSED 99.5%

PROJECT AUTHORIZATION $ 360,733.65

EXCLUSIVE OF ENGINEERING $ 332,129.22

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 332,129.22

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 3.4%

ENGINEERING AUTHORIZATION $ 28,604.43

ENGINEERING COST TO DATE $ 42,005.19

PERCENT OF AUTHORIZATION 147%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: August 31, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	100%		

	GUARD RAIL	SIGNING	ILLUMINATION		
MILES IN PROJECT	18.04	18.04	18.04		
MILES PARTIALLY COMPLETED	18.04	18.04	18.04		
MILES COMPLETED	18.04	18.04	18.04		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$219,732.00	$31,670.00	$ 29,700.00		
TOTAL QUANTITIES CORRECTED TO DATE	$219,732.00	$31,670.00	$ 29,700.00		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	$214,000.00	$31,670.00	$ 29,700.00		
AVERAGE DAILY QUANTITIES	$ 1,900.00	0	$ 750.00		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-		
NUMBER OF SHIFTS PER DAY	1	0	1		
HOURS PER SHIFT	8	0	8		

EQUIPMENT USED DURING THE WEEK:
1 Pickup
1 Ladder Truck
1 Bulldozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Sunny, Clear	222		
MONDAY	30	Sunny, Clear	223		
TUESDAY	31	Sunny, Clear	224		
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

Routing
Keasey K RECEIVED Richards
Bond
Jackmond 9 SEP 9 1976 Berg
Glenn
Harwood
Johnsen CONSTRUCTION
Walker SECTION

BEN GIFFORD

Form A-103--5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Deer Park Dr. S.E. - Mehama

Date September 10, 1976

Highway North Santiam

Contract No. 8327

F. A. Project No. RRS-0005(10
RRS-220(17)

County Marion

Prefix 124-1009

Account No.

Description of Work To Be Done: Seeding guard rail flare fill slopes; clearing for better sight distance on signing; removal of superfluous guard rail; installation of additional guide posts.

9-7-76

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

Labor	300.00
Equipment	100.00
Material	100.00
TOTAL =	500.00

Explanation: This additional work was determined necessary upon final inspection. The The seeding, clearing & guard rail removal were not included in the contract and as the contractor had already moved off the project the guide posts are included.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $360,733.65

Present estimate of project cost, including $500.00 for work under this order $372,998.59

Expected under-run over-run (amount) $12,264.94

Expected under-run over-run (per cent) 3.4%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

8327 10 14 76

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -220(17) & ROS-000S(10)

STATE PROJECT NO.: Deer Park Dr. SE - Mehama

COUNTY NAME: Marion

PROGRAM NO.:

ITEM NO.: HHS-49 & ROS-16

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED: 11-25-76

DATE AUTHORIZATION EFFECTIVE: 9-7-76

FEDERAL ROUTE NUMBER: Secondary 121

STATE ROUTE NUMBER: Secondary 162

GENERAL LOCATION:

SR 22 4.9 miles SE of Jct. SR and SR 22 2.4 miles east of jct. I-5 east 18.04 miles.

GENERAL DESCRIPTION OF WORK:

Seeding guardrail flare fill slopes; clearing for better sight distance on signing; removal of superfluous guardrail, install additional guide posts.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-21-76 and based on the data submitted, your are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 at a total estimated cost of $500 - Federal Funds $400.

DATE: 10-14-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

DEER PARK DR. S.E.-NEHAMA SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

	Subtotal		$253,957.00
	Engineering		25,395.00
	Total		$279,352.00

Type Code Y002
Signing (M.P. 4.38 to M.P. 22.42)

Removal of Existing Sign Installations	All Required		$ 3,100.00
Wood Sign Posts	All Required		4,600.00
Sign Support Footings	All Required		6,200.00
Breakaway Sign Posts	All Required		14,000.00
Type "D" Signs in Place	114 sq.ft.	5.00	570.00
Type "E" Signs in Place	50 sq.ft.	6.00	300.00
Move Existing Signs	All Required		2,900.00
Removal of Existing Illumination	All Required		400.00
Traffic Signal Reinstallation, Wiring, etc. (Lyons-Mehama Jct.)	All Required		500.00
	Subtotal		$ 32,570.00
	Engineering		3,257.00
	Total		$ 35,827.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Guard Rail	$279,352.00	$251,416.00	$27,936.00
Signing	35,827.00	32,244.00	3,583.00
Totals	$315,179.00	$283,660.00	$31,519.00

Group 1 - 89%

Contract No. 8327

Prefix No. 124-1009

Oregon State Highway Division
Salem, Oregon, January 8, 1976

Federal-aid Project
No. ROS-000S(10)

DEER PARK DR. S.E.-MEHAMA SECTION
NORTH SANTIAM HIGHWAY
MARION COUNTY

Project Agreement Estimate.

Type Code Y101
Guard Rail (M.P. 4.38 to M.P. 22.42)

Mobilization	All Required		$ 24,800.00
Temporary Protection and Direction of Traffic	All Required		3,900.00
Temporary Signs	500 sq.ft.	2.65	1,325.00
Flagmen	200 hour	16.00	3,200.00
Clearing and Grubbing	All Required		16,000.00
Removal of Structures and Obstructions	All Required		5,400.00
Embankment in Place	7,020 cu.yd.	3.75	26,325.00
Removing Boulders	All Required		500.00
Trench Excavation	90 cu.yd.	15.00	1,350.00
1" - 0 Aggregate Base	1,700 cu.yd.	8.00	13,600.00
Class "C" Asphalt Concrete	600 ton	34.00	20,400.00
18-inch Culvert Pipe	1,870 lin.ft.	10.00	18,700.00
Concrete Inlets, Type M-E	10 only	570.00	5,700.00
Concrete Inlets, Type M-O	1 only	600.00	600.00
Guard Rail, Type 2	7,475 lin.ft.	3.40	25,415.00
Guard Rail, Type 2A	6,888 lin.ft.	6.00	41,328.00
Guard Rail, Type 3	725 lin.ft.	12.40	8,990.00
Guard Rail Anchors, Type 1	47 only	260.00	12,220.00
Guard Rail Anchors, Type 2	13 only	300.00	3,900.00
Extra for Guard Rail Bridge Connections	21 only	270.00	5,670.00
Rail End Pieces, Type A	1 only	10.00	10.00
Rail End Pieces, Type B	3 only	50.00	150.00
Rail End Pieces, Type C	49 only	110.00	5,390.00
Concrete Barrier	313 lin.ft.	18.00	5,634.00
Guide Posts	100 only	14.50	1,450.00
			$251,957.00

Anticipated Items

Railroad Protective Cost (R.R.)	All Required	$ 1,000.00
Temporary Erosion Control (E.W.)	All Required	1,000.00
		$ 2,000.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

8327

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-10	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 1 21 76	State Oregon County Marion Project No. ROS-0005(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 2.4 Mi. E. of Jct. I-5, E. 18.04 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-24-75	0.00

OTHER *(Specify)*

Pro Rata 90%

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 315,179.00	FEDERAL FUNDS $ 283,660.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. A. Kuster

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

R.O. Wright

for By G. L. Green
(Division Administrator)

Date executed by Division Administrator 1-21-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

9/ 1.2m

Oregon State Highway Division
Salem, Oregon October 15, 1976

Federal Aid Project
No. ROS-000S(10)

DEER PARK DR. S.E.-MEHAMA SECTION

N. SANTIAM HWY. IN MARION COUNTY

Revised Project Agreement Estimate

Type Code Y101
Guardrail (MP 4.38 to MP 22.42)

Subtotal on previous estimate of January 8, 1976			$253,957.00
Previous Estimate			
Flagmen	200 hour	16.00	3,200.00
Embankment in Place	7,020 cu.yd.	3.75	26,325.00
1"-0 Aggregate Base	1,700 cu.yd.	8.00	13,600.00
			43,125.00
Revised Estimate			
Flagmen	440 hour	16.00	7,040.00
Embankment in Place	7,850 cu.yd.	3.75	29,437.50
1"-0 Aggregate Base	2,706 cu.yd.	8.00	21,648.00
			58,125.50
	Increase		$ 15,000.50
	Subtotal		$268,957.50
	Engineering		26,895.50
	TOTAL		$295,853.00

Type Code Y002
Signing (MP 4.38 to MP 22.42)
Total same as previous estimate of January 8, 1976 $ 35,827.00

Length of Project - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guardrail	$295,853.00	$266,267.00	$ 29,586.00
Signing	35,827.00	32,244.00	3,583.00
TOTAL	$331,680.00	$298,511.00	$ 33,169.00

Group 1 - 89%
Contract No. - 8327
Prefix: 124-1009

8327

45

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 0-11-18		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1		Project Number ROS-000S(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 315,179	$ 331,680
Federal funds	$ 283,660	$ 298,511
Other revisions		

This modification is made for the following reasons:
To include increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E J Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

8327

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 10, 1976

Coral Corp.
135 E. Hereford
Gladstone, OR 97027

Attention: Larry Arnold

Re: Coral Corp.
Contract 8327

Retainage requirements on your contract 8327 with the Highway Division have been reduced to $5,000. You may request release of the excess $13,900 deposited in lieu of retainage on this contract or request transfer to another contract.

Vernon E. Skoog
Controller

By ______________________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 256 248
GLADSTONE, OREGON 97027

November 11, 1976

Oregon State Highway Division
Finance Branch
State Highway Bldg.
Salem, OR 97310

ATTN: Janice Peterson

Dear Ms. Peterson:

In response to your letter dated November 10, 1976, we wish to transfer $8,900 of our certificate of deposit #13117 and $5,000 of our certificate of deposit #5516 for a total of $13,900 being held in lieu of retainage on Deer Park Drive S.E.-Mehama, Contract No. 8327 to The Dalles-Fifteenmile Creek, Contract No. 8374.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

CEIVED
1976
ACCOUNTING

LA/sls

CC: The Oregon Bank
P.O. Box 311
Oregon City, OR 97045

RECEIVE
NOV 12 19
HIGHWAY ACCOUNTIN

8327

p

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓C.W. Head
R. Church
C. Barrett

DATE: November 16, 1976

FROM: Jan Peterson

SUBJECT: Coral Corp.
Contracts 8327 & 8374

Retainage requirements on Contract 8327 have been reduced to $5,000. The Coral Corp. has elected to transfer $13,900 in securities deposited in lieu of retainage from Contract 8327 to Contract 8374, per attached letter.

JHP:mm

Attachment

NOTED
C. W. HEAD

81-125-1387

8327

December 9, 1976

The Travelers Indemnity Co.
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Gentlemen:

On December 2, 1976, we wrote to you concerning release of final payment on Contract No. 8327 awarded to Coral Corporation for work on Deer Park Drive S.E.-Mehama Section of the North Santiam Highway in Marion County.

The total contract amount is $320,855.24 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Coral Corporation
135 Hereford, East
Gladstone, OR 97027

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8327

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 4, 1977

The Oregon Bank
Oregon City Branch
P.O. Box 311
Oregon City, OR 97045

Re: Coral Corporation
Contract 8327

This contract has been finalled. This releases the $5,000 securities posted in lieu of retainage on this project.

Please notify this office as to the disposition of this deposit, since it is part of a security posted in conjunction with another contract.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Coral Corporation

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8297

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 17, 1977

Coral Corporation
PO Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contracts 8248 and 8327

In accordance with your letter of February 9, 1977 the securities on these finalled projects are being transferred to unallocated.

Security Summary:

Contract	Prior Totals	This Transaction	New Totals
8228	$ 500	--	$ 500
8248	1,000	(1,000)	-0-
8327	5,000	(5,000)	-0-
8374	28,500	--	28,500
Unallocated	-0-	6,000	6,000

Vernon E. Skoog
Controller

By ____________________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers **more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.**

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error or omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - **Report number of barrels of cement used on project. Do not report here the cement included in Item 11.**

Items 2 and 92 - **Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.**

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report **total man-hours worked by, and earnings of all** contractor's employees on the project, including those on operation and maintenance of equipment.

***Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.**

8327(24)

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A — *To be completed by Washington Headquarters Personnel* 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Marion	FEDERAL PROJECT NO. ROS-000S(10) & HHS-220(17)	URBAN ( ) RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y030		DATE STARTED February 27, 1976
20	FINAL CONSTRUCTION COST	DOL.	321,356		DATE COMPLETED August 31, 1976
21	LENGTH OF PROJECT	MILES	18.04		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
A	30	LABOR	TOTAL MAN HOURS	5,717	GROSS EARNINGS $64,991
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	149,105	
B	9	PETROLEUM PRODUCTS	GAL.	6,250	
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.	2,800	
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD FT	1.2	
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	1,554	
D	8	STRUCTURAL STEEL	LB.	1,800	
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	61	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	575	
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.	18,479	
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	31,667	
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	29,700	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
		12	14
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
		18"	1,262
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD ~~(E S Hunter)~~ Coulter
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

77

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-8-77	P. V. Riedl, Area Engineer	ROS-000S(10) HHS-220(17)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-31-76	12-2-76	99 %	225 C.D.

APPROVED EXTENSIONS	LOCATION
None	See Title

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DEER PARK DRIVE S.E.-MEHAMA
NORTH SANTIAM HIGHWAY
Guardrail, Signing and Illumination

The project is located on the North Santiam Highway southeast of Salem for a distance of 18 miles to the community of Mehama.

The work consisted of the construction of guardrail, signing and illumination.

Work on the project was satisfactorily completed on August 31, 1976. The contract was set up for 225 calendar days and the contractor used 224 days to complete the project.

The final costs for the project are $320,855.24 which is an overrun of approximately 2%.

RECEIVED
STATE HWY ENGR
JUL 18 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

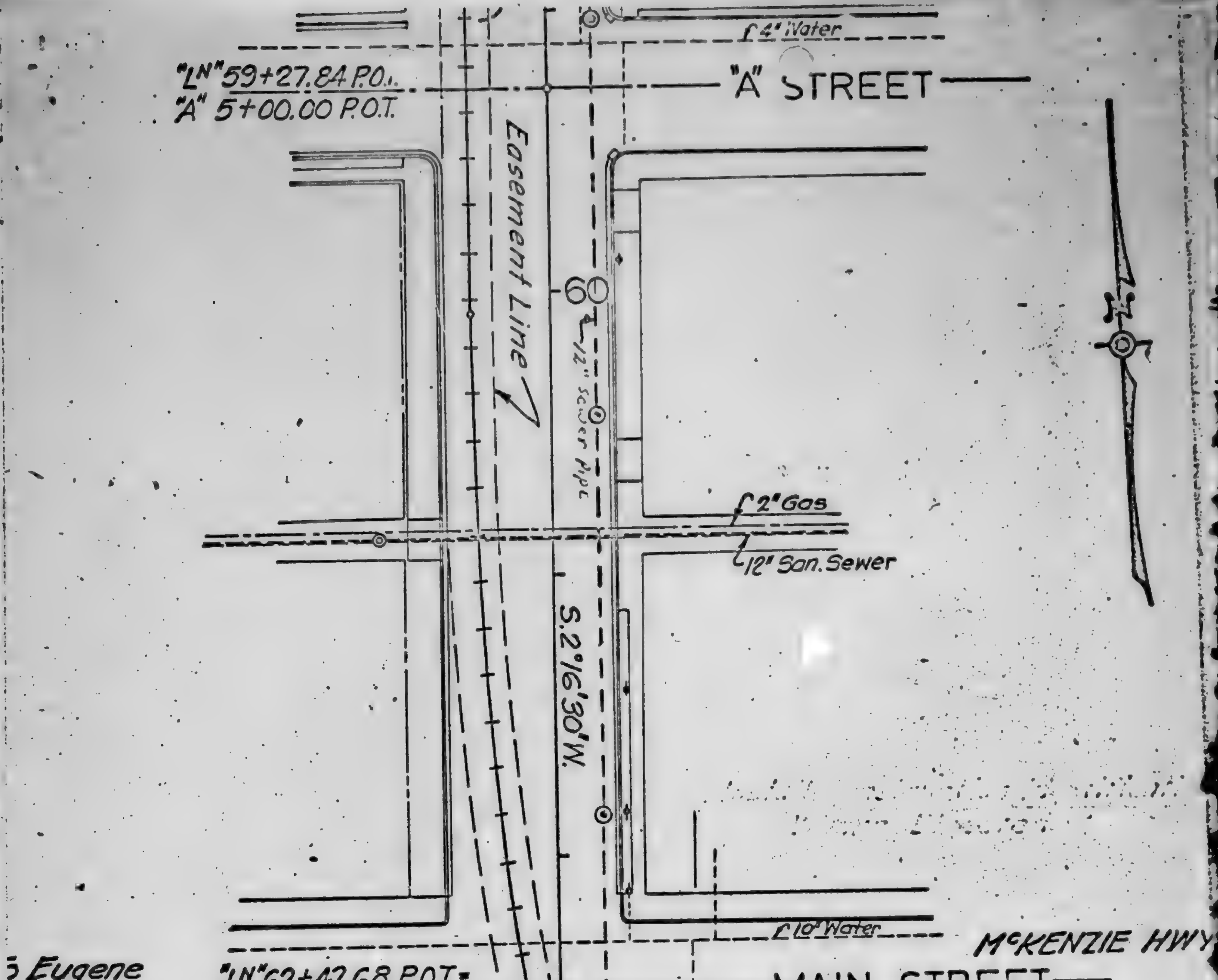
COPY SENT
JUL 15 1977
Washington

7-18-77
cy Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 7-14-77	TITLE District Engineer	DATE 7-14-77

8327 Deer Park Dr. SE-Mehama Sec. 1976
of N. Santiam Hwy. E. of Salem
(Guardrail, sign & illum.)


£4" Water
"L^N" 59+27.84 P.O.T.
"A" 5+00.00 P.O.T.
"A" STREET
Easement Line
6
12" Sewer Pipe
£2" Gas
£12" San. Sewer
S.2°16'30"W.
£10" Water
McKENZIE HWY.
To Eugene
"L^N" 62+47.68 P.O.T.
"M" 5+00.00 P.O.T.
MAIN STREET
Type "C" Curb
Type "A" Curb
R.R. R/W
36'
2" Gas
McKENZIE HWY.
"L^N" 64+30.71 P.O.T.
"S.A" 29+26.31 P.O.T.
SOUTH "A" STREET
30
To Sisters

Form E-4[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

3rd St.-("A" to Main St.)

Lane Co. SPRINGFIELD HWY. Oct. 7, 1970

ESTIMATE

Item	Unit	Quantity	+ Allow.	Unit Cost		Amount
1. Remove Curbs	L.F.	25	31	1	-	31
2. Trench Exc.	Cu. Yd.	261	326	4	-	1304
3. Watering	M-Gal.	13	16	5	-	80
4. Bottom Course Base	Cu. Yd.	468	585	4	-	2340
5. Top Course Base	Cu. Yd.	53	66	4	50	297
6. Asphalt Concrete	Ton	145	181	8	-	1448
7. Asphalt in Mix	Ton	8	10	36	-	360
8. 12" Sewer Pipe	Lin. ft.	360	450	6	-	2700
9. 10" Sewer Pipe	Lin. ft.	235	294	4	50	1323
10. Inlet Type CG I	each	5	6	190	-	1140
11. Conc. Manholes	each	4	5	400	-	2000
12. Conc. Curbs	Cu. Yd.	10	13	50	-	650
13. Pavement Replacement.	L.F.	360	450	10	-	4500
14. Extra for pipe under RR	LF	30	38	35	-	1330
						19,503
		+40% E & C.				7497
		Total Const.			$	27,000
		Traffic Signals				15,000
					$	42,000

8326

323

Salem, Oregon
October 7, 1970

Main Street-South "A" Street
(3rd Street) Springfield
[redacted]
Lane County
Assignment: FBK-3692

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

As requested, enclosed are a sketch map and an estimate for improving 3rd Street in Springfield. We have used the same typical section as the 2nd and 3rd Street project of several years ago. Existing 3rd Street in this block was completely inadequate, so full depth of surfacing was used over the entire section. Drainage was figured to connect to that previously installed on the 2nd and 3rd Street project.

Total cost for construction and signals come to $42,000.

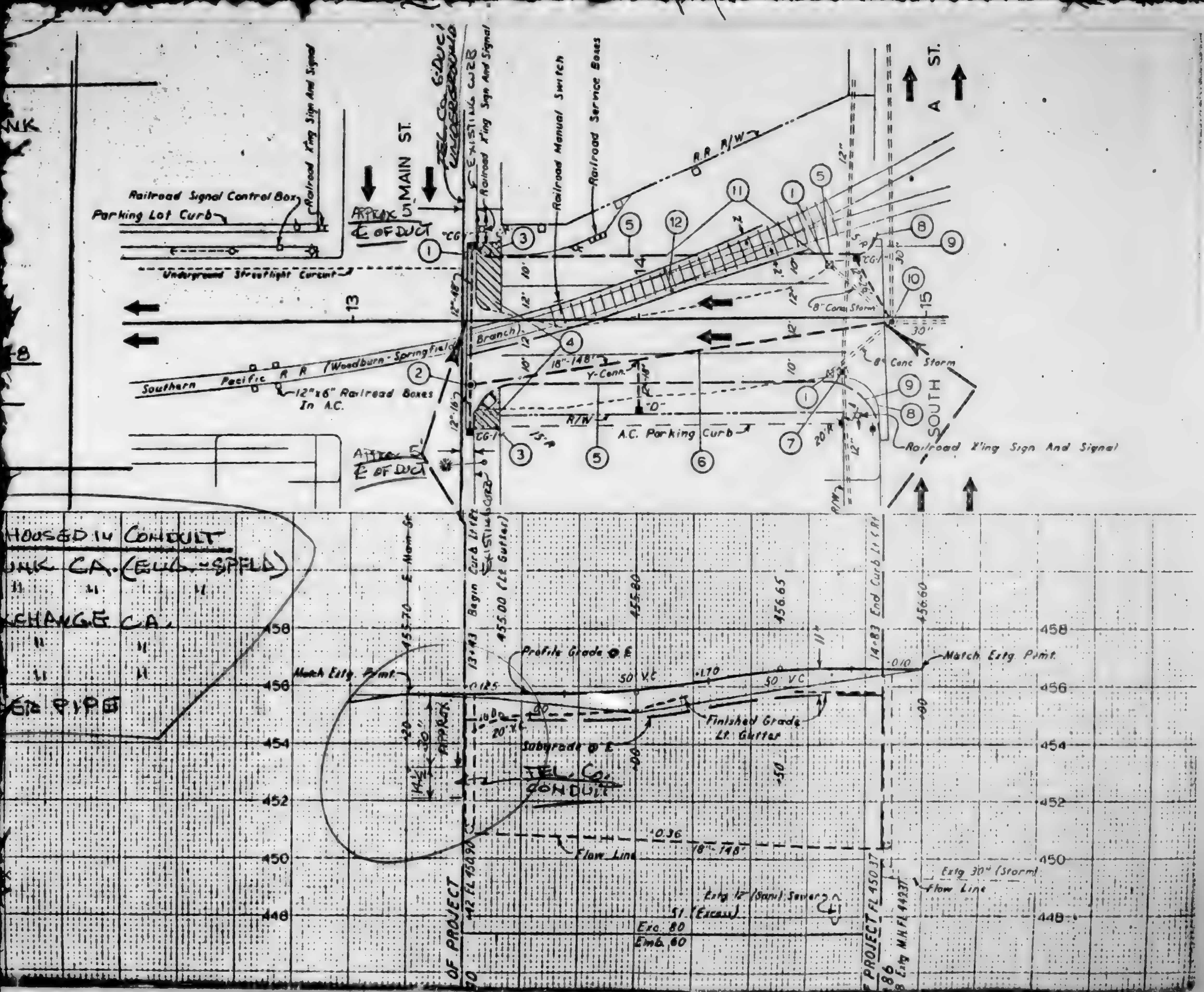
Frank L. Hall
Design Engineer

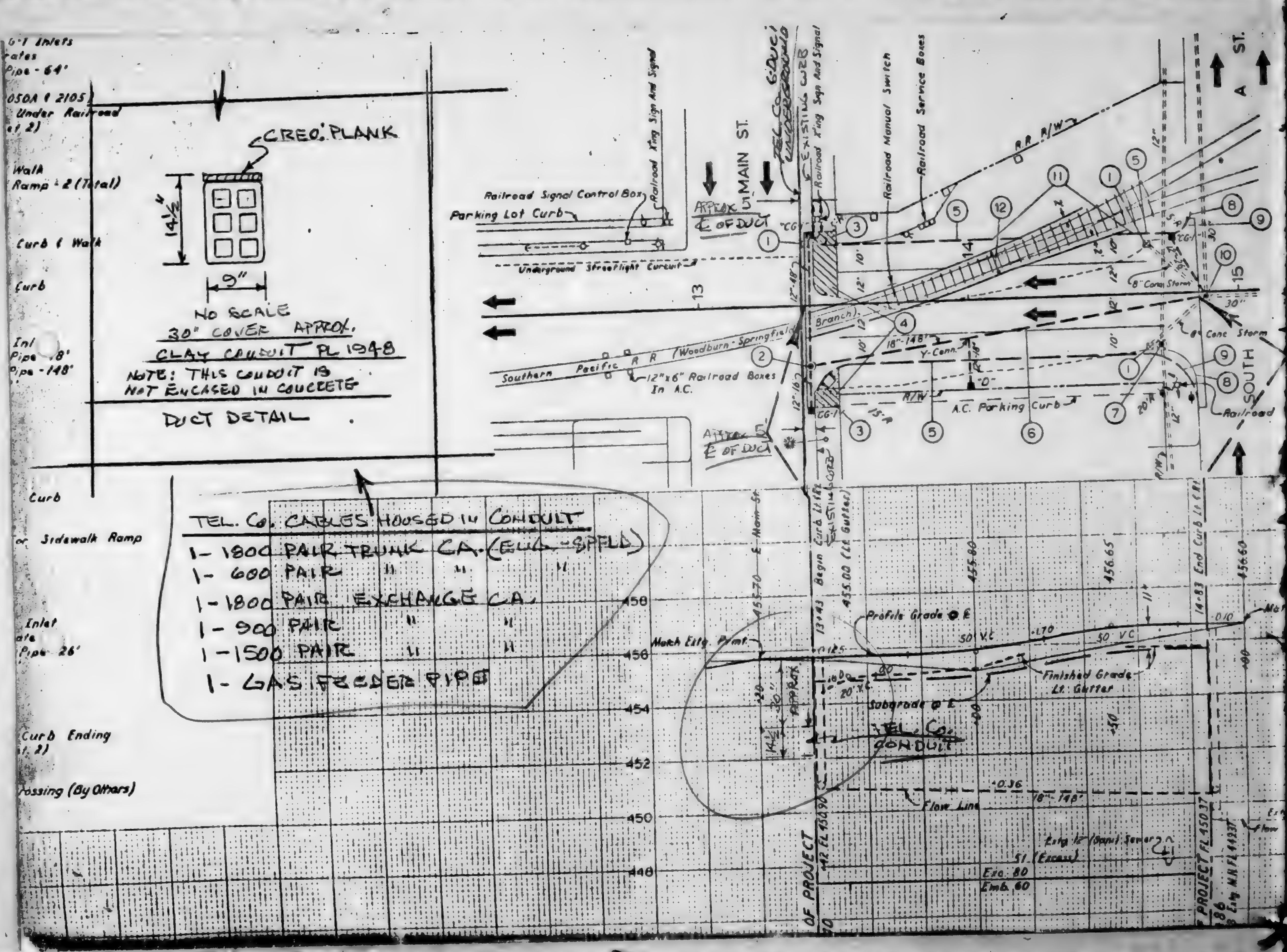
DNS:jp
Attach
cc: C. T. Keasey
L. E. George
Si Cox

Hall
A. Olson
Wills
Hackleman
Carstensen
Hayes
Terpin
Sample

RECEIVED
OCT 8 1970
DESIGN SECTION

Scott
Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other


MAIN ST.
A ST.
SOUTH
13
14
15
Railroad Signal Control Box
Railroad X'ing Sign And Signal
Parking Lot Curb
Underground Streetlight Circuit
APPROX. 5' ℄ OF DUCT
TEL. CO. 6-DUCT UNDERGROUND
EXISTING CURB
Railroad Manual Switch
Railroad Service Boxes
R.R. R/W
Southern Pacific R R (Woodburn - Springfield Branch)
12"x6" Railroad Boxes In A.C.
18"-148'
Y-Conn.
8" Conc Storm
30"
A.C. Parking Curb
R/W
CG-1
1
2
3
4
5
6
7
8
9
10
11
12
HOUSED IN CONDUIT
...NK CA. (EUG.-SPFLD)
...CHANGE CA.
...6" PIPE
458
456
454
452
450
448
455.70
E Main St
13+43 Begin Curb Lt & Rt
455.00 (Lt Gutter)
EXISTING CURB
455.80
456.65
14+83 End Curb Lt & Rt
456.60
Match Extg. Pvmt.
Profile Grade @ ℄
50 VC
-1.25
+1.70
-0.10
Finished Grade Lt. Gutter
Subgrade @ ℄
TEL. CO. CONDUIT
APPROX. 30"
14½'
10 Dia. 20' RC
-0.36
18"-148'
Flow Line
Extg 12" (Sanit Sewer)
Extg 30" (Storm) Flow Line
51 (Excess)
Exc. 80
Emb. 60
OF PROJECT
42 FL 450.90
PROJECT FL 450.37
86
Extg M.H. FL 449.37


G-1 Inlets
rates
Pipe - 64'
050A & 2105
Under Railroad
& 2)
Walk
Ramp - 2 (Total)
Curb & Walk
Curb
Inl
Pipe - 18'
Pipe - 148'
Curb
or Sidewalk Ramp
Inlet
ate
Pipe 26'
Curb Ending
& 2)
rossing (By Others)
CREO. PLANK
14½"
9"
NO SCALE
30" COVER APPROX.
CLAY CONDUIT PL 1948
NOTE: THIS CONDUIT IS NOT ENCASED IN CONCRETE
DUCT DETAIL
TEL. CO. CABLES HOUSED IN CONDUIT
1- 1800 PAIR TRUNK CA. (EUG.-SPFLD)
1- 600 PAIR " " "
1-1800 PAIR EXCHANGE CA.
1- 900 PAIR " "
1-1500 PAIR " "
1- GAS FEEDER PIPE
MAIN ST.
TEL. CO. 6-DUCT UNDERGROUND
EXISTING CURB
Railroad X'ing Sign And Signal
Railroad Signal Control Box
Parking Lot Curb
Underground Streetlight Circuit
APPROX. 5' ℄ OF DUCT
Railroad Manual Switch
Railroad Service Boxes
R.R. R/W
Southern Pacific R R (Woodburn-Springfield Branch)
12"x6" Railroad Boxes In A.C.
Y-Conn.
A.C. Parking Curb
8" Conc Storm
Railroad
A ST.
SOUTH
13
14
15
Profile Grade @ ℄
Match Exist. Pvmt.
Begin Curb Lt. Rt.
455.00 (Lt. Gutter)
455.70 E Main St
455.80
456.65
456.60
End Curb Lt. & Rt.
50 V.C.
Finished Grade Lt. Gutter
Subgrade @ ℄
TEL. CO. CONDUIT
APPROX. 30"
Flow Line
18" - 148'
Extg 12" (Sanit. Sewer)
Exc. 80
Emb. 60
OF PROJECT
PROJECT FL 450.37
458
456
454
452
450
448

Pacific Northwest Bell

June 2, 1975

Oregon State Highway Division
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Attention: Mr. Gary Kennen, Regional Utilities Engineer

Dear Sir:

Enclosed is a copy of the preliminary plans for "Main Street-South 'A' Street (Springfield) Section, Springfield Highway (South 3rd Street), Lane County", showing the location of Pacific Northwest Bell Telephone Company underground conduit structure.

This 6 duct clay conduit run houses 2200 trunk pairs between Eugene and Springfield and 4400 Springfield exchange pairs. The clay conduit structure, placed in 1948, is not encased in concrete.

There is a possibility of conflict with the sewer manhole at Station 13 + 42 (Item 2, Sheet #3). As per conversation between you and our Mr. Fred Ronnau, this manhole could be adjusted.

Because of the grade of the sewer manhole and pipe which will require excavation below the telephone company 6 duct clay conduit structure, sloughout of material from under the telephone company structure must be eliminated by shoreing, or otherwise, to prevent damage to telephone company cables.

If any additional information is required, please call Fred Ronnau at 484-8435 in Eugene. The exact location and depth of the telephone company conduit will be furnished upon request.

Sincerely,

J. B. Channell

J. B. Channell
Engineering Manager
785 Grant Street
Eugene, Oregon 97402

Attachment

8326

228

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 5, 1975

FILE: LOC 17

Gary Kennen

FROM: GARY KENNEN
Regional Utility Engr.

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Telephone Duct System
Main St.- S. "A" St. (Springfield) Sec.
Springfield Highway
Lane County

Enclosed is a copy of a letter and Plan Sheet No. 3 from Pacific Northwest Bell explaining the potential problems with their underground duct system. Perhaps this should be pointed out in the Specials for this project.

GK/cw
Encl.

cc D. W. Greene

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
WE Copy Swenson
R. Olson
Trout

RECEIVED
JUN - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8326

S-2660

228

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
911359/323-3

June 20, 1975

1 U
2 T

RECEIVED
JUN 24 1975
ROAD DESIGN

Requires Reply
Requires Approval ☒
Receiver Keep
Do not File
Return to
Bring Up
Other

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Referring to your letter of May 6, concerning Main St.-S "A" St. (Springfield) Section Springfield Highway (S. 3rd St.) Lane County project.

We have reviewed your plans at some great length and have found one major objection, that being our switch connecting the wye track from our main line to the Woodburn-Springfield Branch which lies in 3rd Street. As you know through conversation with our Engineering Department, we attempted to abandon this switch thereby removing it from the street area, but were unable to do so.

As the plans show, we have a switch stand which would be approximately on centerline and the first 16½ feet running southerly from that point is the moveable switch point and, therefore, could not be paved in solid.

We have made a study to see if it would be possible to shift the switch out of 3rd Street, but this proved impossible due to already existing sharp curves in the two wye tracks and also might possibly place the switch in the McKenzie Highway, which would certainly be no solution. It has been our policy to attempt to remove all switches from streets due to maintenance problems and safety hazards to our train personnel. We, therefore, ask you to reevaluate this proposal in an attempt to place the switch outside of the street area as it now is, perhaps by widening to the westerly side of the right of way.

Please let us know if we may be of further assistance on this project.

Yours truly,

C. T. Babers

XC: E. S. Hunter
J. H. Verstay — Comments Plan
Alfred Shirley Jr

REFERRED TO

Beard — Reed
[✓ Cole] — Sample
Eriksen — Watson
Hager — Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
J. E. CHIDSEY

[illegible] ? [illegible]
Jim will check out
[illegible] 6/26/75
Cole

W/ Chidsey and me. T

8521

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 9, 1975
Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Main St.-S "A" St. (Springfield) Sec.
Springfield Highway (S. 3rd St.)
Lane County

TO: L. W. Rulien
Project Management Engineer

BUILDING

NOTED
E. S. HUNTER

As you are aware, the subject project consists of the paving of one block of the Springfield Highway (S. 3rd St.) in the City of Springfield. The Southern Pacific Transportation Company's Woodburn-Springfield Branch runs longitudinally down a portion of this block. The ownership of the right of way on which this block will be widened and on which the railroad runs is in question at this time. The Title Unit of the Right of Way Section is presently researching this right of way to determine who owns what. Until such time as the ownership of this right of way can be accurately determined, we will not be in a position to award a contract for this work.

The Southern Pacific Transportation Company has a switch located in the area to be paved under this contract. In previous discussion with the Southern Pacific they have indicated to me that they do not want us to pave in the area of the switch since they would have to go to a street switch which they do not like to utilize plus they would have to pave in the moveable portion of the switch which is hard for them to maintain. If it is determined that the Southern Pacific Transportation Company owns this right of way, they will not grant to us an easement to widen the street as we have proposed. If it is determined that the street right of way is in public ownership, either being owned by the City of Springfield or by the Oregon State Highway Division, then we will have to require the Southern Pacific to make the modifications necessary so that we can widen the street as we have proposed.

As soon as the Title Unit has determined the ownership of the right of way in this area, I will notify you as to how we may expect to proceed. As I have said previously, until this ownership is determined I do not feel that we would be in a position to let a contract. If there is any further information you require retarding this matter, please contact me.

NOTED
E. S. HUNTER

JEC:jk

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
J. L. Sollis
A. J. Viducich
Alfred Shirley, Jr.
C. G. Swenson
Don Harwell

RECEIVED
STATE HWY ENGR
JUL 9 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

File
December 3, 1975

5. Deer Park Drive SE-Mehama Section
North Santiam Highway, Marion County

Guardrail, signing and illumination.

Same as No. 2

RPS:mc

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

8326

Form 81-734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 3, 1975

FROM: F. B. Klaboe
Administrator and
State Highway Engineer

FBK

SUBJECT: Footpaths and Bicycle Trails
December 18 Bid Letting

TO: FILE

Bids will be opened December 18 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Pacific Highway West at Lewisburg Road
   Pacific Highway West, Benton County

   Grade, pave and traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Grading and paving incidental to traffic signal installation.

2. Milo McIver State Park
   Clackamas County

   Toilet Building (Type 8)

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Elk River-Port Orford Section
   Oregon Coast Highway, Curry County

   Grade, pave and structure

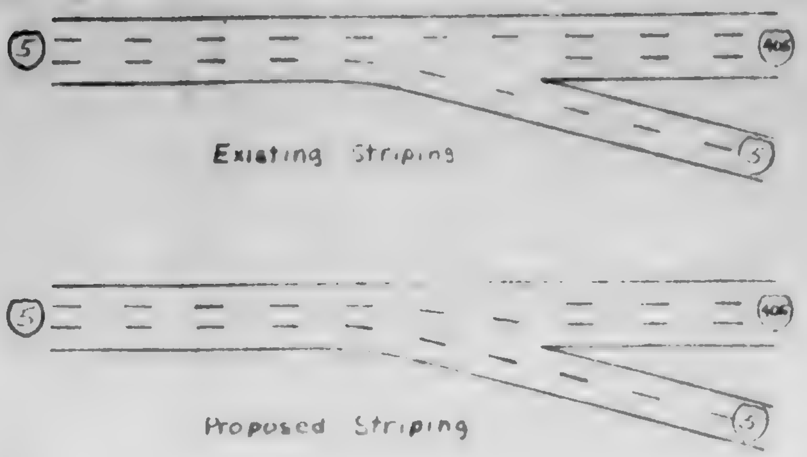
   Class III bike lanes (paved shoulders) will be provided throughout the project.

4. Main Street-S. "A" Street (Springfield) Section
   Springfield Highway (S. 3rd St.), Lane County

   Grade and pave

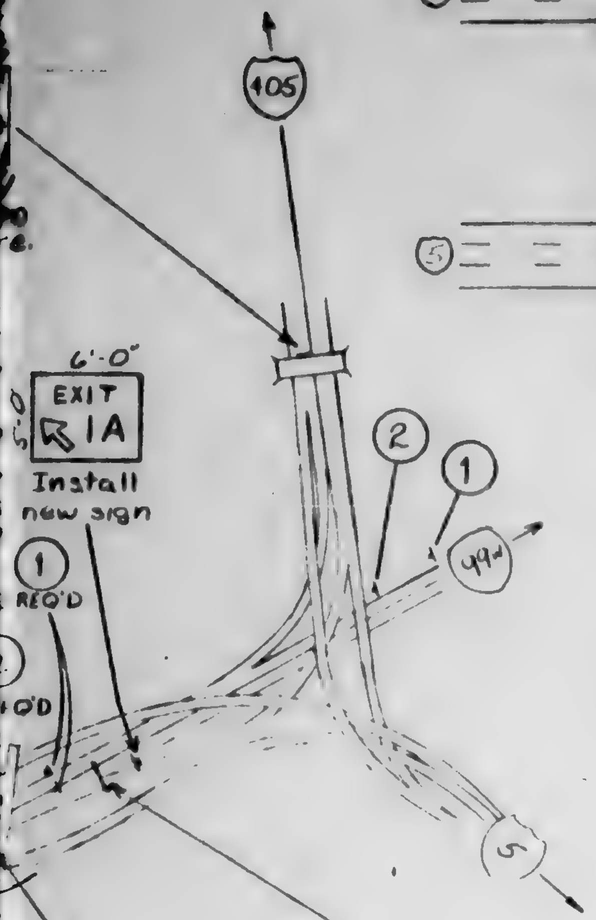
   Five-foot sidewalks with curb cuts and ramps for use by pedestrian and bicycle traffic will be provided.

File

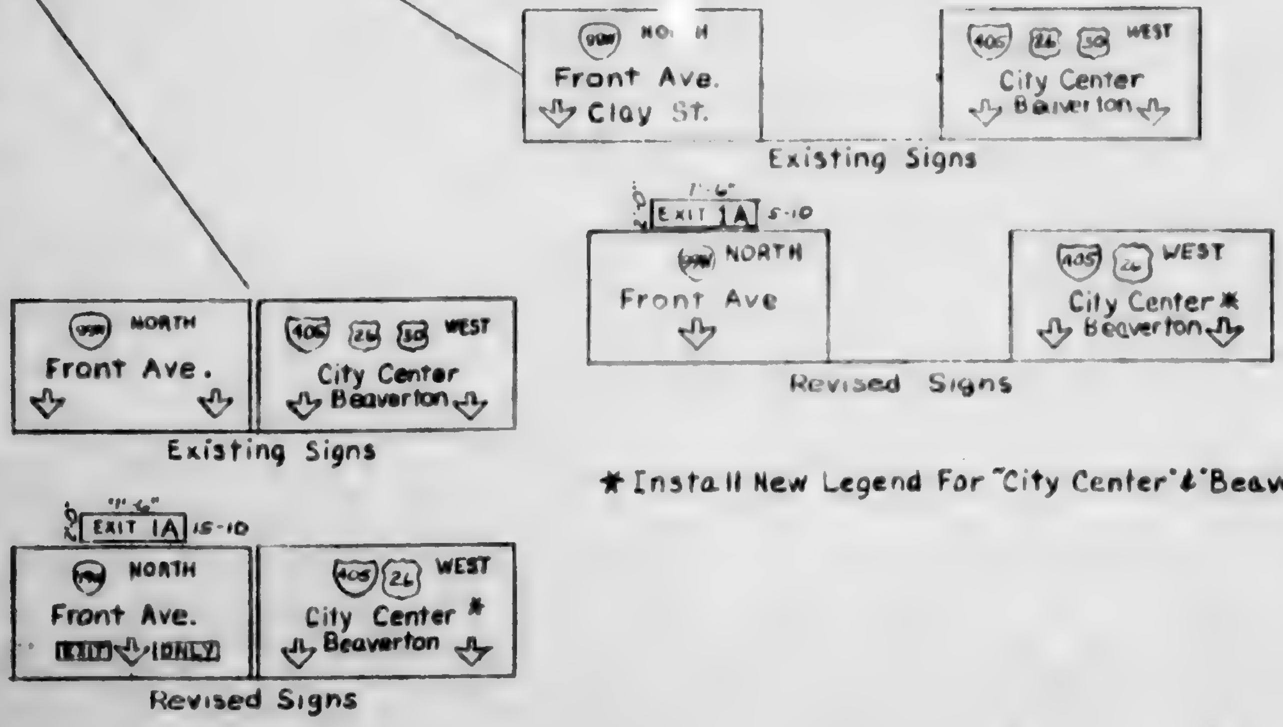


5
405
5
Existing Striping
5
405
5
Proposed Striping

The Revisions To The Signs On The Sign Bridge At Sta 120+70± Will Necessitate Changing The Lane Striping Near The Sign Bridge At Sta [illegible]496+49± As Shown On The Above Sketches

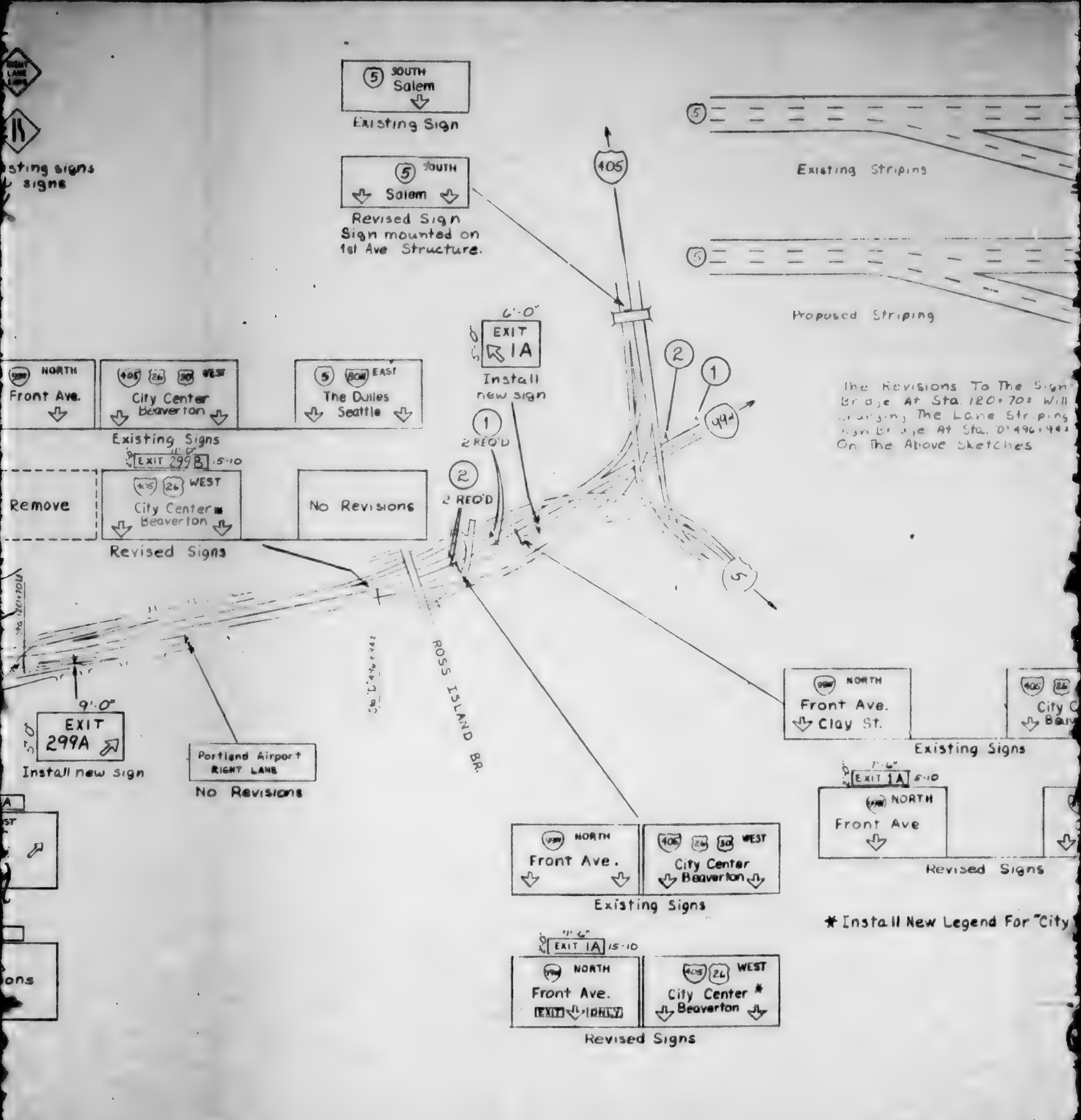


405
6'-0"
EXIT
1A
Install new sign
2
1
99W
1
REQ'D
O'D
5



99W NORTH
Front Ave.
Clay St.
405 26 30 WEST
City Center
Beaverton
Existing Signs
1'-6"
EXIT 1A
5-10
99W NORTH
Front Ave
405 26 WEST
City Center *
Beaverton
Revised Signs
99W NORTH
Front Ave.
405 26 30 WEST
City Center
Beaverton
Existing Signs
1'-6"
EXIT 1A
15-10
99W NORTH
Front Ave.
EXIT 1A ONLY
405 26 WEST
City Center *
Beaverton
Revised Signs
BR.

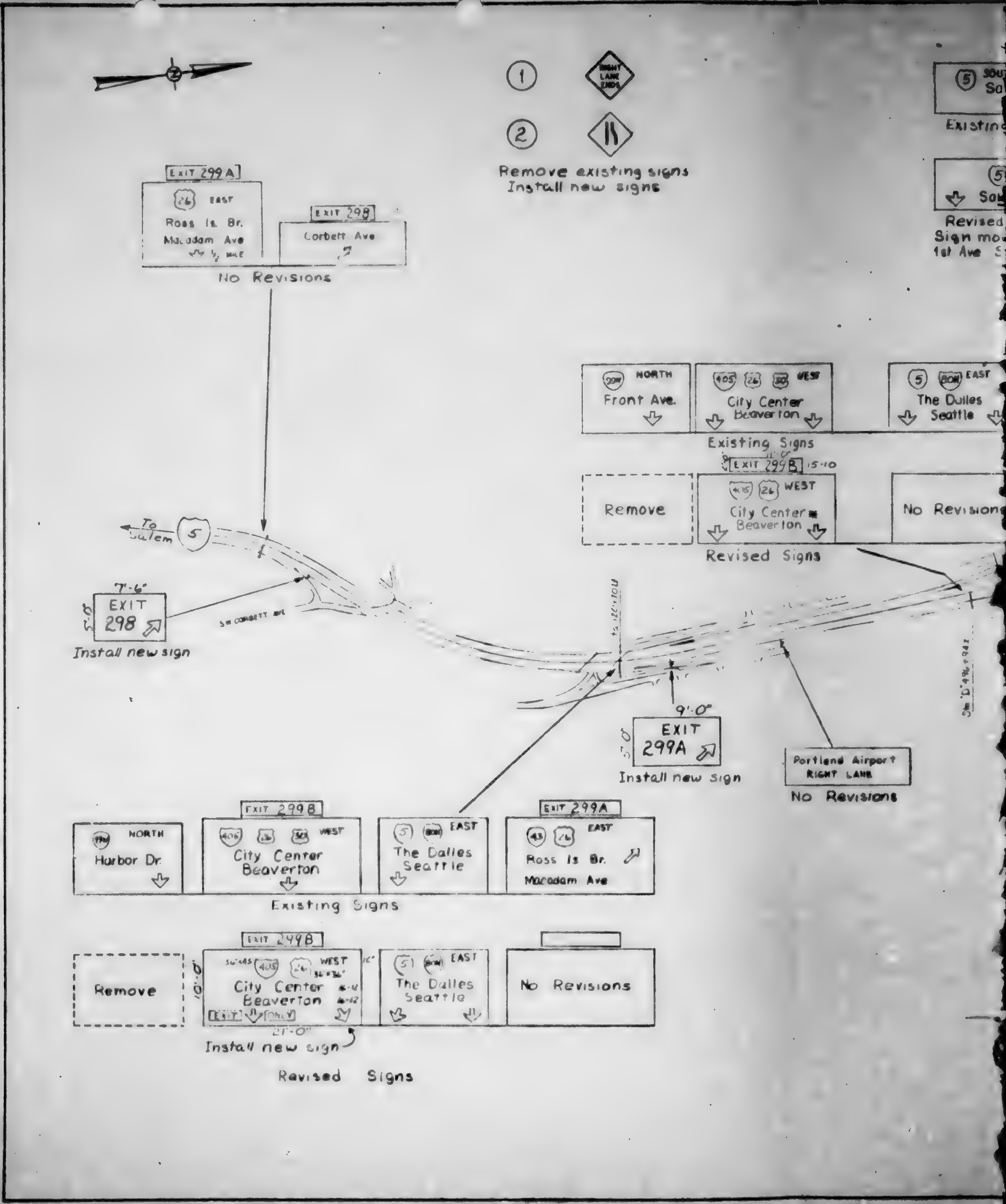
* Install New Legend For "City Center" & "Beaverton"



The Revisions To The Sign Bridge At Sta. 120+70± Will ... Changing The Lane Striping Sign Bridge At Sta. 'O' 496+49± On The Above Sketches

★ Install New Legend For "City

RIGHT LANE ENDS
sting signs
signs
5 SOUTH Salem
Existing Sign
5 SOUTH Salem
Revised Sign
Sign mounted on 1st Ave Structure.
5
Existing Striping
5
Proposed Striping
405
99W NORTH Front Ave.
405 26 30 WEST City Center Beaverton
5 80N EAST The Dalles Seattle
Existing Signs
EXIT 299B
11'-0"
5-10
Remove
405 26 WEST City Center ★ Beaverton
No Revisions
Revised Signs
6'-0"
5'-0"
EXIT 1A
Install new sign
1
2 REQ'D
2
2 REQ'D
2
1
99W
5
Sta. 120+70±
9'-0"
5'-0"
EXIT 299A
Install new sign
Portland Airport RIGHT LANE
No Revisions
Sta. 'L' 496+49±
ROSS ISLAND BR.
99W NORTH Front Ave. Clay St.
405 26 City C Beav
Existing Signs
7'-6"
EXIT 1A
5-10
99W NORTH Front Ave
Revised Signs
99W NORTH Front Ave.
405 26 30 WEST City Center Beaverton
Existing Signs
11'-6"
EXIT 1A
15-10
99W NORTH Front Ave. EXIT ONLY
405 26 WEST City Center ★ Beaverton
Revised Signs
ons


1
RIGHT LANE ENDS
2
Remove existing signs
Install new signs
EXIT 299A
26 EAST
Ross Is. Br.
Macadam Ave
1/2 MILE
EXIT 298
Corbett Ave
No Revisions
5 SOUT
Sa
Existing
5
Sa
Revised
Sign mo
1st Ave S
99W NORTH
Front Ave.
405 26 30 WEST
City Center
Beaverton
5 80N EAST
The Dalles
Seattle
Existing Signs
EXIT 299B
11'-0"
15-10
Remove
405 26 WEST
City Center
Beaverton
No Revisions
Revised Signs
To Salem
5
7'-6"
5'-0"
EXIT
298
Install new sign
SW CORBETT AVE
9'-0"
5'-0"
EXIT
299A
Install new sign
Portland Airport
RIGHT LANE
No Revisions
99W NORTH
Harbor Dr.
EXIT 299B
405 26 30 WEST
City Center
Beaverton
5 80N EAST
The Dalles
Seattle
EXIT 299A
43 26 EAST
Ross Is. Br.
Macadam Ave
Existing Signs
Remove
EXIT 299B
10'-0"
405 26 WEST
City Center
Beaverton
EXIT ONLY
21'-0"
Install new sign
5 80N EAST
The Dalles
Seattle
No Revisions
Revised Signs

8326

B

Salem, Oregon

May 6, 1976

E. L. Hardt
Regional Engineer

R. L. Schroeder
Assistant State Highway Engineer

Signing Revisions - Marquam Bridge-North Tigard Section
Pacific Highway - Multnomah County
Contract No. 8326

Attached are three prints of the approved signing plans which show the sign revisions on the above named section in the vicinity of the West Marquam Interchange.

Verbal concurrence has been received from FHWA to receive Federal aid and to accomplish the work using State sign crews. You should prepare a State Force Order and submit it for eventual transmittal to FHWA so that Federal funds can be utilized.

Striping should also be revised as shown on the plans.

Attachment
cc H. S. Coulter
E. S. Hunter
R. N. Bothman
L. E. George
J. H. Versteeg
C. T. Keasey
L. W. Rulien
D. H. Moehring
ELS:rj: ab

8326

95

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Main St. - S. "A" St. (Springfield)	WEEK ENDING: December 25,1976	SECTION PREFIX: 120-0506
HIGHWAY: Springfield (S.3rd St.)	COUNTY: Lane	
NAME OF JOB: Main St. - South "A" St. (Springfield)	KIND OF WORK: Grade and Pave	FEDERAL AID PROJECT NUMBER: State
CONTRACTOR: Shur-Way Contractors, Inc.	CONTRACT NUMBER: 8326	ESTIMATED COMPLETION DATE:
DATE OF CONTRACT: January 6, 1976	DATE WORK STARTED: March 2, 1976	WORK DAYS USED:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	CALENDAR DAYS USED: 54
	SPECIFIED CALENDAR DAYS: 90	PERCENT OF TIME ELAPSED: 60
	SPECIFIED COMPLETION DATE:	
PROJECT AUTHORIZATION: $ 29,758.31		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 27,159.33	ENGINEERING AUTHORIZATION: $ 2,598.98	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 27,897.37	ENGINEERING COST TO DATE: $ 4,900.00	DATE PROJECT WAS COMPLETED: October 13,1976
ESTIMATED PERCENT OVERRUN: 2.7 %	PERCENT OF AUTHORIZATION: 188 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.03				0.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.03				0.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum				300 tons
TOTAL QUANTITIES CORRECTED TO DATE	100%				344 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				344 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy	0		
MONDAY	Foggy A.M.-Fair	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy-Showers	0		
THURSDAY	Cloudy	0		
FRIDAY		0		
SATURDAY		0		

Routing
RECEIVED
DEC 27 1976
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BEN GIFFORD

8326

January 27, 1977

American Fidelity Fire Insurance Co.
250 Central Building
810 3rd
Seattle, WA 98104

Gentlemen:

Contract No. 8326 awarded to Shur-Way Contractors, Inc., for work on the Main Street-South "A" Street Section in Springfield on the Springfield Highway (S. 3rd Street) in Lane County was completed on October 13, 1976, and accepted by the State Highway Engineer on January 27, 1977.

Final payment in the amount of $1,264.85 will be released to the contractor after February 1, 1977. The total contract amount is $27,483.67 including $1,926.38 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Shur-Way Contractors, Inc.
P. O. Box 1908
Eugene, OR 97401

American Fidelity Fire Ins. Co.
c/o Vern Gilbert Co.
P. O. Box 130
Beaverton, OR 97005

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

8326 Main St.-S. "A" St. 1976
(Springfield) Sec. on Spfld. Hwy.
(Grading & paving)

Gould, Richard A.
1966 Archaeology of the Point St. George Site, and Tolowa Prehistory. University of California Publications in Anthropology 4. Berkeley and Los Angeles.

Heflin, Eugene
1966 The Pistol River Site of Southwest Oregon. University of California Archaeological Survey Reports 67:151-206. Berkeley.

Hodge, F. W.
1905 Handbook of American Indians North of Mexico. Bureau of American Ethnology Bulletin 30. 2 vol., Washington, D.C.

Hoijer, Harry
1962 Linguistic Sub-Groupings by Glottochronology and by the Comparative Method: The Athapaskan Languages. Lingua 11:192-98.

Leatherman, Kenneth E., and Alex D. Krieger
1940 Contributions to Oregon Coast Prehistory. American Antiquity 6:19-28.

Newman, Thomas
1959 Tillamook Prehistory and Its Relation to the Northwest Coast Culture. Ph.D. thesis, University of Oregon, Department of Anthropology. Eugene.

Oregon Department of Transportation
1975 Final Environmental Impact Statement, Elk River - Port Orford Section, Oregon Coast Highway (U.S. 101), Curry County, Oregon.

Oregon Transportation Commission
1974 Standard Specifications for Highway Construction. Salem.

Parrish, J.L.
1854 In Report of the Commissioner of Indian Affairs. Washington, D.C.

Schumacher, Paul
1874 Notes on Kjoekkenmoeddings on the Northwest Coast of North America. Annual Report of 1873, Smithsonian Institution, pp. 354-362. Washington, D.C.

1877a Research in the Kjoekkenmoeddings and Graves of a Former Population of the Coast of Oregon. U.S. Geological and Geographical Survey of the Territories, Bulletin 3:1:27-35. Washington, D.C.

1877b Aboriginal Settlements of the Pacific Coast. Popular Science Monthly 10:353-56. New York.

Waterman, T.T.
1925 Village Sites in Tolowa and Neighboring Areas of Northwestern California. American Anthropologist 27:528-43.

BIBLIOGRAPHY

Barnett, H. G.
1937 Culture Element Distributions: VII. Oregon Coast. University of California Anthropological Records 1:3:155-203.

Berreman, J. V.
1935a Field Notes, Summer, 1935; and paper on Early History of Curry County, Oregon, given by F.S. Moore, County Treasurer, November 22, 1926. Manuscript. University of Oregon Museum of Natural History, Eugene.

1935b A Preliminary Survey of the Shell Mounds and Other Occupied Sites of the Coast of Southern Oregon and Northern California. Report on file, University of Oregon Museum of Natural History, Eugene.

1937 Tribal Distribution in Oregon. American Anthropological Association, Memoir 47.

1944 Chetco Archaeology: A Report of the Lone Ranch Creek Shell Mound on the Coast of Southern Oregon. George Banta Company General Series in Anthropology 11. Menasha, Wisconsin.

Collins, Lloyd R.
1953 Archaeological Survey of the Oregon Coast from June 1951-December 1952. Report of the Department of Anthropology, University of Oregon. Eugene.

Cressman, L. S.
1952a Archaeological Field Work, Summer, 1952, Oregon Coast Prehistory. Report of the Department of Anthropology, University of Oregon. Eugene.

1952b Oregon Coast Prehistory. American Philosophical Society Yearbook, 1952:256-60. Philadelphia.

1953 Oregon Coast Prehistory: a Statement of the Problems and Progress. Paper presented at the annual meeting of the Society for American Archaeology, Urbana.

Dorsey, J. Owen
1890 The Gentile System of the Siletz Tribes. Journal of American Folklore 3:227-37.

Drucker, Philip
1937 The Tolowa and Their Southwest Oregon Kin. University of California Publications in American Archaeology and Ethnology 36:4:221-300.

Du Bois, Cora A.
1932 Tolowa Notes. American Anthropologist 34:248-62.

1936 The Wealth Concept as an Integrative Factor in Tolowa-Tututni Culture. In Essays in Anthropology Presented to A.L. Kroeber, pp. 49-65. Berkeley: University of California Press.

RECOMMENDATIONS

Since no sites were discovered in areas affected by the project, there is no necessity for taking action to mitigate the impact upon known sites. Because of the potential for archaeological resources in the area, however, it is possible that, during the removal of vegetation and soil by construction, sites may be exposed that unavoidably escaped notice during the survey. Such a circumstance is covered by Section 105.13. Standard Specifications for Highway Construction (Oregon Transportation Commission 1974), which stipulates that archaeological finds uncovered during construction be adequately recorded or preserved before they are destroyed. In order to implement this stipulation, the following recommendation is made:

In the event that possible archaeological remains are discovered during construction notice should immediately be given to the Museum of Natural History, who will dispatch an archaeologist to the scene, as soon as possible, to determine the significance of the find.

PALEONTOLOGICAL LOCALITIES

In the Paleontological localities files, MNH there are four fossil localities recorded in the vicinity of Elk River. In addition, sixteen additional localities are recorded along the twenty miles of coast line north of Elk River. These fossiliferous deposits are predominantly gravels along the marine terraces, which gravels are similar in formation to the materials source deposits for the highway project.

Fossiliferous deposits often are extensive, since they usually represent deposition as the result of natural phenomena that occur regionally. A paleontological locality is a place within the deposit where fossils are discovered, often as the result of exposure through erosion, construction, etc.

It is considered to be highly probable that fossil specimens will be encountered when removing materials for road construction. If this should happen, it is recommended that the specimens be collected and sent to the University of Oregon Museum of Natural History for examination and recording. If quantities of fossil bones are found in a limited area, [e.g. 10 bones in an area of one cubic yard] it is recommended that personnel of the Museum of Natural History be contacted before the surrounding deposits are disturbed further.

THE SURVEY

The project area was covered on foot by walking along the centerline, making close observations and investigating with special care those places that appeared favorable for camp sites. The vegetation in most places was very dense (see Fig. 1, for example), and it was not always possible to see the soils. Where the ground in favorable locations was covered, the leaves and humus were scraped away to check for evidence of occupation. One major marsh area in the southern half of the project was bypassed entirely, since it was thought unlikely that sites would be found in a swamp. The edges of the marsh were closely investigated, however. In addition, the materials source area near the mouth of Elk River was carefully searched on foot.

The field search of the project area produced no evidence of aboriginal occupation. It must be stressed that this lack of evidence does not indicate that the area was not utilized in prehistoric times, nor does it mean that archaeological sites are not to be found there in the future. What it does mean is that, at present, we cannot indicate archaeological remains that will be disturbed by construction activities associated with the proposed highway.

Figure 1. *Vegetation in the project area just north of the Port Orford city limits. Showing the proposed highway centerline through the forest.*

In survey work in 1975, Richard Ross of Oregon State University (personal communication) reports three previously unreported sites within six miles of the proposed highway section, and Ron D. Stubbs of Southwest Oregon Community College (personal communication) has reported several sites in the Port Orford area that apparently are not those described by Berreman. In general, then, the area surrounding the highway project has a very high density of sites.

Only a few archaeological sites on the southwestern Oregon coast have been excavated, and it is from these that we have most of our knowledge of the regional prehistory. In 1936-37 Berreman excavated the Lone Ranch Creek Site about 5 miles northwest of Brookings (Berreman 1944). Thomas Newman of the University of Oregon excavated a site adjacent to Floras Lake in 1958 and 1959 (Newman 1959). In 1961, D. L. Cole, MNH, excavated parts of two sites south of Port Orford, Site 35 CU 61 north of Pistol River, and Site 35 CU 62, 1/2 mile north of Site 35 CU 61. Site 35 CU 61 was excavated further by Eugene Heflin in 1961 and 1962 (Heflin 1966). Another excavated site is the Point St. George Site, on the coast of Del Norte County, California, in the territory of the Tolowa, a people closely related to the aboriginal people of the Port Orford area. (Gould 1966).

Of the excavated sites reported in the literature, none is demonstrably older than about 1000 years, and all show a fairly close relationship to the vigorous culture of the Lower Klamath River, a fact which agrees well with the ethnographic information. Cole, however, obtained a radiocarbon date of 3000 years ago from Site 35 CU 62 (unpublished ms.), and very recently Richard Ross of Oregon State University, who has begun a systematic reconnaissance of the entire Oregon coastline, has found sites along the southern coast both of the recent age represented by the excavated sites and of a much more ancient time, perhaps 5000 to 7000 years old. These latter sites have been found on elevated areas overlooking the coastline (Ross, personal communication), and point to a much greater antiquity for human habitation along the Southern Oregon coast than has been indicated before.

Ethnographic information relating to the aboriginal inhabitants of the Port Orford area is rather sparse, the best summary being that of Drucker (1937). Apparently there were several aboriginal villages in the locale, all closely related to one another, and forming a "tribe" whose name was, according to Parrish (1854), "Qua-to-ma". Hodge (1905:1:746) gives the name of the people as "Kwatami," or Sixes River people, and indicates that they occupied a territory from a few miles south of the Coquille River south to Humbug Mountain or Brush Creek about 5 miles south of Port Orford. Their territory included the coast and the drainage areas of Floras Creek, Sixes River and Elk River. Drucker lists the names of three villages and suggests that there may have been others in the area as well. There was one village at the mouth of Sixes River, another just to the north of that, and a third on Floras Creek. He suggests that the Port Orford group of villages formed as distinct a cultural unit as those subdivisions to the south, such as the Lower Rogue River and Chetco River tribes, and the Tolowa of Smith River and Crescent Bay. Drucker does record villages not far south of Port Orford, including one on Mussel Creek and one on Euchre Creek, but these were associated with the Lower Rogue River subdivision. Even though Drucker has no record of them, it would seem reasonable to expect that there once were villages situated near the mouths of Elk River, Hubbard Creek, and Brush Creek, since every other major coastal stream in Curry County had its village. Archaeological surveys have indeed shown the existence of sites at these places, and many more sites as well.

PREVIOUS ARCHAEOLOGICAL WORK ON THE SOUTHERN OREGON COAST

Available literature for the southern Oregon Coast reveals that, while there have been many sites recorded along the Curry County coastline, little archaeological field work has been attempted. Paul Schumacher, of the Smithsonian Institution visited the area in the 1870's, and made a few brief notes of site locations (Schumacher, 1874, 1877a, 1877b). The next archaeological field work was carried out in the 1930's by Joel V. Berreman, on a joint Stanford University-University of Oregon survey project, although ethnographic accounts of site locations had been recorded previously (Dorsey 1890, Waterman 1925, Du Bois 1932). Berreman's 1935, 1936, and 1937 field work produced some significant information regarding site locations (Berreman 1935a, 1935b, 1937). As a result of Berreman's work we now have records of 15 sites between the mouth of Sixes River and Brush Creek, 14 of them within 6 miles of the highway project area and, of these six are within 2 miles of the project area.

is marshland, to the southern terminus at 20th Street in Port Orford, most of the area is cleared and developed. It is assumed that, in the past, vegetational patterns have been variable, and that there may have been times when dense forest predominated and times when it was entirely cleared as the result of storms or by natural or man-caused fires. These changing vegetational patterns would have resulted in corresponding changing patterns in aboriginal land use.

There are many species of plants and animals present in the project area that were important to the aboriginal economy. Of the plants that were gathered for their raw materials, Port Orford cedar (*Chamaecyparis lawsoniana*), was used for making such things as boxes, clothing and rope (the latter two from the bark); vine maple (*Acer circinatum*) was used for a frame for a kind of salmon net among other things; spruce, fir and most other trees were used for poles or for manufacturing wooden articles; the roots of various trees and bushes, and grasses and other fibrous plants were used for basketry; cattails and bullrushes were used to make mats; and grass and ferns were used for thatch. Other plants were collected for food, including some that can be found in the project area: arrowhead (*Sagitaria latifolia*), which grows in marshes and has an edible tuber; fern roots; skunk-cabbage roots; tarweed and grass seeds; berries of many kinds; and many varieties of green shoots.

Several species of mammals that were hunted can be found now or would be expected to have been in the project area during aboriginal times are: black-tailed deer (*Odocoileus hemionus*), black bear (*Ursus americanus*), Roosevelt elk (*Cervus canadensis*), silver gray squirrel (*Sciurus griseus*), and brush rabbit (*Sylvilagus bachmani*). Of the birds that frequent the project area, those that are known to have been hunted are: Mallard duck (*Anas platyrhynchos*), Canvas-back duck (*Aythya valisineria*), Pintail duck (*Anas acuta*), Mountain quail (*Oreortyx picta*), and Valley quail (*Lophortyx californicus*). Finally, of the freshwater animals inhabiting the streams, trout, bass, perch, and freshwater clams and mussels were taken for food.

Of the foregoing list of used plants and animals, none were as important as were staples such as salmon, acorns, and foods available from the tidelands. Only those species associated with marshlands are found in quantities greater than elsewhere within the tribal territory. Furthermore, at the present time, there does not appear to be any place suitable for a permanent village, and there are no large watercourses allowing easy access by canoe. Therefore, we would not expect to find anything larger than small, short-term camp sites in the area, at least for *recent* prehistoric times.

To the south of Port Orford the land rises abruptly from the ocean margin, forming a range of mountains which extend, practically uninterrupted, southward as far as the Smith River area in California where again a significant coastal plain appears. North of Port Orford the coastal plain is up to five miles wide, extending northward 30 miles to the mouth of the Coquille River. This plain consists of a number of elevated marine terraces, mostly below 240 ft. MSL, that are far more ancient than the oldest known human habitation in North America.

The climate of the region is very mild throughout the year, with the coldest winter temperatures near the freezing mark and the average highs of summer in the sixties. The climate is dominated by maritime influence, even more so than coastal areas further north. Winter precipitation in the Port Orford area is high, and yearly precipitation averages 70-80 inches. Sixty miles to the south, in the Chetco River Valley, is the northernmost natural stand of redwood (Sequoia sempervirens), which is indicative of a weather pattern of mild, wet winters and frequent sustained summer fogs.

The terrain, flora and fauna of the project area is described in the Final Environmental Impact Statement for the project (Oregon Department of Transportation 1975:6-13, 108-113). This information was used for evaluating the area's potential for archaeological resources.

The project area is crossed in three places by Mill Creek, a major tributary of Garrison Lake. The northernmost crossing is just south of Knapp Road, where the creek has been dammed to form three small ponds. Very close to the midpoint of the project area the creek crosses again as a slow, marshy stream. Just south of the Port Orford city limits the creek opens up and appears in the project area as a marsh at the upstream portion of Garrison Lagoon, an arm of Garrison Lake. Except in the ponds and marshes, the stream is 5 to 10 ft. wide and flows through a well developed gully incised from 10 to 30 feet below the surrounding land. For a people who depended to a large degree upon the canoe for transportation, as the aboriginal inhabitants did, the stream might be a primary access route into the project area, though, at present, the open water of the stream system is limited to the ponds and Garrison Lagoon. It is quite possible, however, that, in the past, Mill Creek carried much more water, and may have been navigable by canoe along much of its course.

The vegetational regime varies from one end of the project area to the other. The northern one mile includes dense forest as well as large tracts of cleared and developed land. From the midpoint of the project area, where it is crossed by Mill Creek, southward to Garrison Lagoon, a distance of 3/4 mile, there is practically no cleared land, and dense forest predominates. From Garrison Lagoon, where there

ARCHAEOLOGICAL SURVEY OF THE PROPOSED ELK RIVER-PORT ORFORD SECTION OF THE OREGON COAST HIGHWAY, CURRY COUNTY, OREGON

INTRODUCTION

An archaeological survey of the proposed Elk River-Port Orford section of the Oregon Coast Highway in Curry County, was conducted under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to determine if archaeological sites would be disturbed or otherwise affected by construction of this new section of highway.

The Principal Investigator of the survey was D. L. Cole, Curator of Anthropology, MNH, who has been conducting archaeological surveys as an ongoing activity since 1952.

The field work for the survey was performed by Richard M. Pettigrew, Research Assistant, Museum of Natural History, on January 17, 1976. It took approximately 5 hours to complete the survey, which involved inspection of the proposed highway right-of-way, and the area designated as the materials source near the mouth of Elk River.

The highway relocation area was located by survey markers on the ground and from aerial photography maps of 1968, scale 1 in. = 100 ft., supplied by the Highway Division. Mr. L.V. Blickenstaff of the Coquille Office, Highway Division, provided directions to the materials source. We thank him for his assistance.

The Oregon Archaeological Survey file of MNH was examined for information on site locations and previous surveys, for indications of the cultural resources that might be expected in the project area. Also, the paleontology locality file of MNH was searched for records of prehistoric localities and library references were examined for historic and ethnographic accounts of aboriginal use of the area.

THE SETTING

The proposed highway project will create a new two mile section of the Oregon Coast Highway (U.S. 101), extending from 20th Street in Port Orford, at the south end, to a point about 1-1/2 miles north of the city limits of Port Orford.

The Port Orford area, taken as an aboriginal habitat, is at the southern end of the southernmost coastal plain of any width in Oregon. The major streams that flow through this plain, north of Port Orford, are Elk River, Sixes River and Floras Creek.

ARCHAEOLOGICAL SURVEY OF THE PROPOSED ELK RIVER-PORT ORFORD SECTION OF THE OREGON COAST HIGHWAY, CURRY COUNTY, OREGON

contract
between
Highway Division
Oregon State Department of Transportation

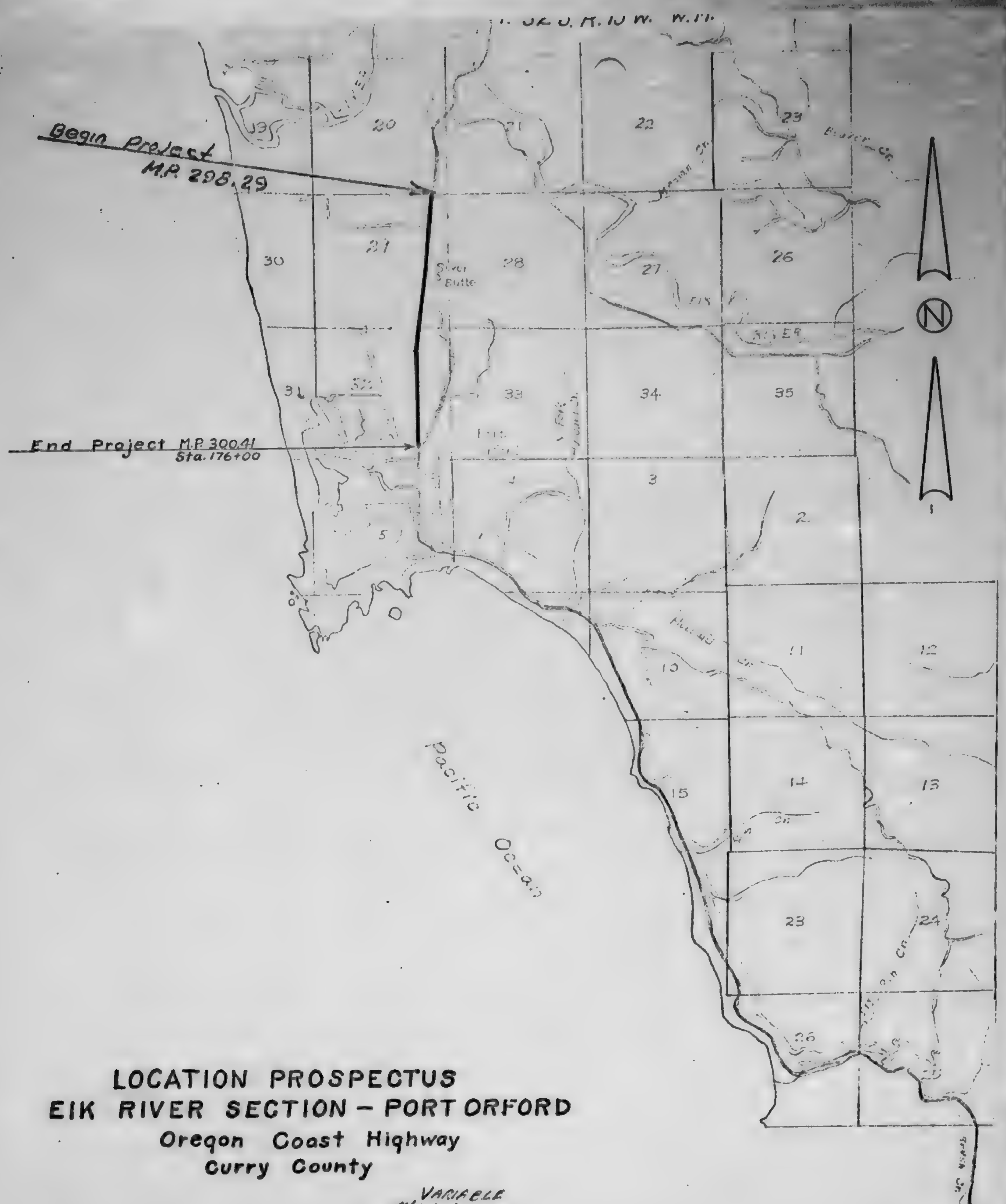
and

Museum of Natural History
University of Oregon

by
David L. Cole
and
Richard M. Pettigrew

Eugene, Oregon
February 4, 1976

8325 Elk River-Port Orford Sec. 1976
on Oregon Coast Hwy.
(Grade, pve & structure)


T. 32 S. R. 15 W. W.M.
Begin Project
M.P. 298.29
End Project M.P. 300.41
Sta. 176+00
19
20
21
22
23
Beaver Cr.
30
29
28
27
26
Silver Butte
Elk River
31
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11
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23
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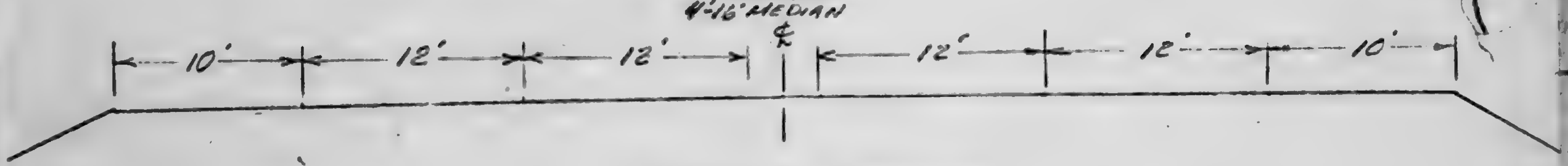
26
Pacific Ocean

LOCATION PROSPECTUS
EIK RIVER SECTION - PORT ORFORD
Oregon Coast Highway
Curry County


VARIABLE
4'-16' MEDIAN
℄
10'
12'
12'
12'
12'
10'

TYPICAL SECTION

ADDITIONAL FACILITIES: The alignment crosses Garrison Lagoon. There are no railroads or airports affected by this project.

MATERIAL: Sources of material will be located during the survey and referenced to the project.

AGREEMENTS: Routine utility adjustments will be necessary. Agreements with Curry County and the City of Port Orford will be necessary. An opportunity for a public hearing will be offered.

PARKS: No parks affected.

April 25, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

9325

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RECEIVED
APR 27 1967
FOR FILING

Prefix No. 8-1499

LOCATION PROSPECTUS
ELK RIVER-PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

HIGHWAY: Oregon Coast. State Primary No. 9, Federal-aid Primary No. 2.

TERMINI: The northerly terminus is at M.P. 298.29, which point is 1.66 miles northerly of the city limits of Port Orford. The southerly terminus is at M.P. 300.41, which point is at the intersection of 20th Street with the Oregon Coast Highway in Port Orford.

LENGTH: 2.12 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of costs for grading and paving on existing and new alignment. The general route of the new alignment will be approximately between M.P. 298.83 and M.P. 300.41 respectively. The southerly 0.46 mile of the proposed project will be within the incorporated limits of Port Orford. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated. Investigations will be made of past high water data to see if the design of this project will be affected. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 3,650; projected ADT 6,900.

STANDARDS: Class "A(4)". Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Four 12-foot travel lanes, 10-foot shoulders and a variable 4-foot to 16-foot median with two lanes to be constructed initially.

BASE DESIGN: Tentative base design for construction is:

4" A.C.
3" P.M.B.B.
17" Crushed Base

24" Total

BRIDGE: None.

ACCESS: Limited access.

832

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TAULANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAY 11 1967

15

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

May 9, 1967

Routing

Morgan
Decker
Bond
Barbee
Walker
Olson
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 25, 1967, which enclosed a prospectus for the following projects:

Maxfield Corner-Polk County Line Section, County Road FAS 209, Benton County

Elk River-Port Orford Section, Oregon Coast Highway, Curry County

Fish passage must be provided at the crossings of Maxfield Creek.

There will be no conflict with wildlife resources on the Elk River-Port Orford Section.

Approval is hereby given for these projects. The opportunity to offer recommendations is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)
fw

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

143

RECEIVED
MAY 16 1967

COMMISSIONERS
HERMAN P. MEIERJURGEN CHAIRMAN BEAVERTON
EDW. G. HUFFSCHMIDT PORTLAND
LEONARD N. HALL CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S.W. 5TH AVENUE
PORTLAND 97201

May 10, 1967

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swen
Posss
Morelock
Trew
Scott
Litchfield
Olsen

RECEIVED
MAY 12 1967
CONSTRUCTION
DIVISION

State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Gentlemen:

The following prospectuses submitted to us by your letter dated April 25, 1967 have been reviewed:

> Maxfield Corner-Polk County Line Section, County Road FAS 209, Benton County
>
> Elk River-Port Orford Section, Oregon Coast Highway, Curry County

Mr. Walter Sandquist, Bridge Superintendent, and I reviewed the fish passage problem at Maxfield Creek Bridge on April 26, 1967. A couple sills located downstream from the bridge will inundate the velocity barrier and alleviate the passage problem. Mr. Sandquist is to submit a stream profile of the problem area so that the sills may be located.

We anticipate no fishery conflicts at the other bridge site if the work is done during the low water period and siltation of the stream is avoided.

There will be no fishery conflicts on the Elk River section of road, thus these projects are approved.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

5-12-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)
fw

8325

FORM E-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM, OREGON~~

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

RECEIVED
OCT 18 1968

Roseburg, Oregon
October 17, 1968

Mr. Lloyd A. Read
626 S. E. Spokane Street
Portland, Oregon 97202

Dear Sir:

In regard to your letter of October 15, 1968 inquiring about a hearing on the proposed relocation of Highway 101, north of the city limits of Port Orford, at this time no hearing is scheduled. However, when a hearing is held, it is held in two sessions, an informal hearing and a formal hearing.

During the informal hearing, various aspects concerning the project may be discussed with various highway representatives. During the formal hearing all statements will be recorded on tape for review by the Highway Department staff engineers and the Highway Commission.

These hearings are not held to negotiate on right of way purchases. Their intent is to determine whether the route is favored or opposed by the majority involved.

If you wish a hearing to be held, please contact the City Council of Port Orford or the Curry County Commissioners.

Very truly yours,

C. T. KEASEY
Division Engineer

F. D. Morrison
By F. D. MORRISON
Division Office Engineer

FDM/cw
cc Floyd Query ✓
Victor D. Wolfe
H. S. Cox

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
OCT 18 1968
OREGON
STATE HIGHWAY COMMISSION

1325

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DEC 16 1968
FOR FILING

FORM E-123
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1968

City of Port Orford
P.O. Box 3
Port Orford, Oregon 97465

Curry County Board of Commissioners
P.O. Box 746
Gold Beach, Oregon 97444

Gentlemen:

Under date of October 7, 1968, a letter was sent to you regarding the Oregon State Highway Commission's proposed plans for right-of-way acquisition on the Elk River-Port Orford Section of the Oregon Coast Highway (US 101) lying partially within the city of Port Orford, Curry County, Oregon. This letter and companion newspaper notices requested interested persons desiring a public hearing on this matter to please direct any such requests to the Port Orford City Council prior to Wednesday, October 23, 1968.

The City of Port Orford, under date of October 22, 1968, informed State that a hearing was desired. During this interim, a letter dated October 17, 1968, was sent to the City of Port Orford and the Curry County Board of Commissioners requesting their consideration of accepting the by-passed portion of the existing alignment into the local road system. The State has not, at this time, received a reply from either the City or County. A reply from the City as well as the County is requested, prior to announcing any dates for a public hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
H. S. Cox
County and City Division Engineer

DNH:mm
bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
D. H. Moehring
Ben Gifford
C. T. Keasey

NOTED
FORREST COOPER

RECEIVED
DEC 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Mack Arch on the Curry Coast

W. TUCKER
CHAIRMAN

HOMER KERBER
COMMISSIONER

GENE COLEGROVE
COMMISSIONER

December 5, 1968

RECEIVED
DEC 9 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City
Division Engineer
Salem, Oregon 97310

Dear Mr. Cox:

Relative to your letters of October 17, 1968 and December 3, 1968, please accept this delayed reply.

There is no doubt that the Commission will eventually accept the proposed section into our road system, but we prefer to wait until a hearing is held so that the Commission may present their views.

In talking to Mr. Wilson, Mayor of Port Orford, he is of the same opinion, so if this meets with your approval, we will hold the requested acceptance in abeyance.

Respectfully,

BOARD OF COUNTY COMMISSIONERS

Ira W. Tucker, Chairman

Homer Kerber, Commissioner

Gene Colegrove

Gene Colegrove, Commissioner

IWT:HK:GC:hw

NOTED

8325

RECEIVED
DEC 1[illegible] 1968
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FORM
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 12, 1968

Curry County Board of Commissioners
P. O. Box 746
Gold Beach, Oregon 97444

Gentlemen:

We have received your letter of December 5, 1968, relative to the probable eventual acceptance of the proposed by-pass portion of existing alignment on the Elk River-Port Orford Section of the Oregon Coast Highway, US 101.

Your reply being somewhat noncommittal, and in view of the lack of funding for construction in the immediate future, perhaps a meeting with the respective county and city officials would be desirable prior to any firm commitment on your or city's behalf. A meeting of this nature would give you a chance to review our proposal prior to a public meeting and also to comment on the proposal.

Please consider this matter and advise at your earliest convenience your desire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox by D. N. Howell
County and City Engineer

DNH:mm

cc: City of Port Orford

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
D. H. Moehring
Ben Gifford
C. T. Keasey

NOTED
FORREST COOPER

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8325

151

RECEIVED
AUG 29 1969

FOR FILING

August 29, 1969

Oregon State Highway Commission

Gentlemen:

The survey for the Elk River-Port Orford Section of the Oregon Coast Highway (US 101) in Curry County was in the process of public hearings prior to Bureau of Public Roads Policy and Procedure Memorandum 20-8.

The proposed project is for a 2.0-mile four-lane section on new alignment. The estimated cost of construction is $1,155,000 and the estimated right-of-way cost is $145,000, for a total estimated cost of $1,300,000.

I recommend continuation of the design work for this survey in anticipation of future construction with federal-aid funds and request your concurrence in continuing with the necessary public hearings through all phases necessary to obtain location and/or design approval from the Bureau of Public Roads.

This matter will be on the agenda for your approval at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
C. T. Kassey

BLG:ia sr

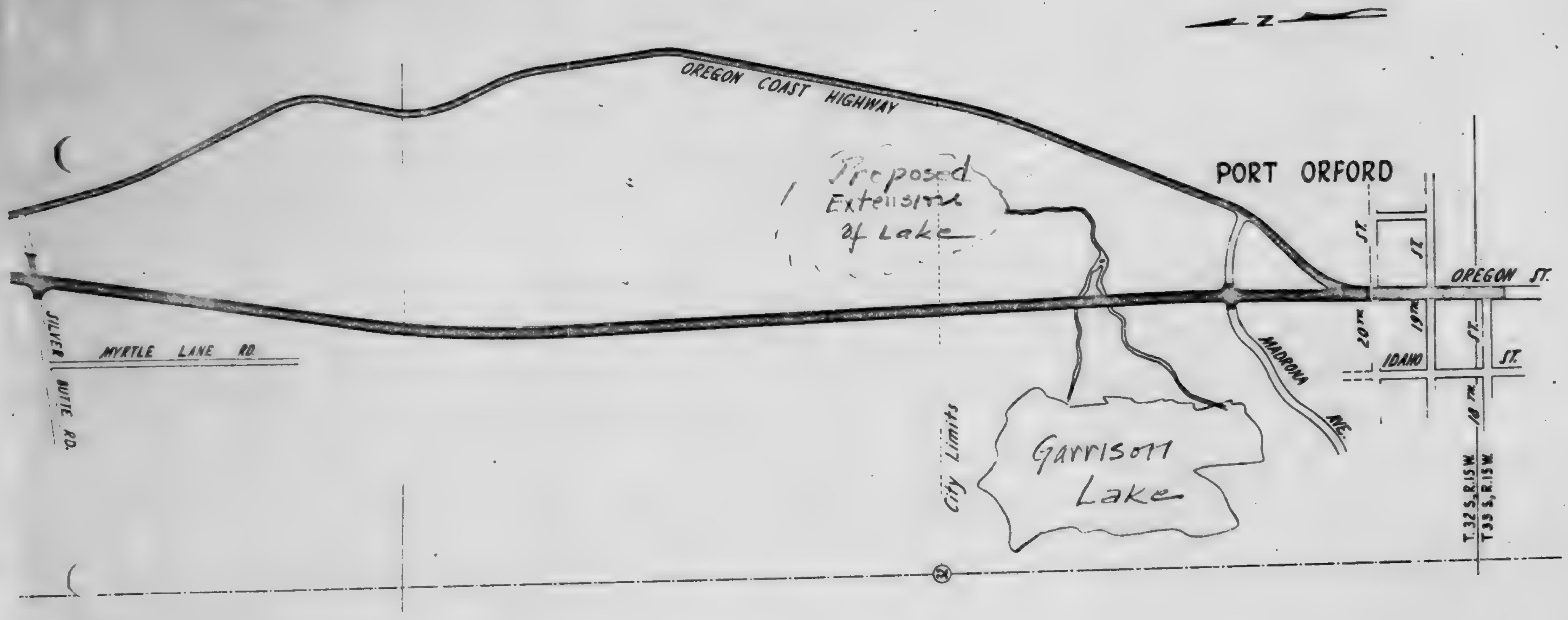
OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

RIVER ~ PORT ORFORD SECTION

OREGON COAST HIGHWAY

CURRY COUNTY


Z
OREGON COAST HIGHWAY
Proposed Extension of Lake
PORT ORFORD
SILVER BUTTE RD.
MYRTLE LANE RD.
City Limits
Garrison Lake
MADRONA AVE.
20TH ST.
19TH ST.
18TH ST.
OREGON ST.
IDAHO ST.
T. 32 S., R. 15 W.
T. 33 S., R. 15 W.

8323

RECEIVED
JAN 22 1970
FOR FILING

MEMO TO FILE

Re: Elk River-Port Orford
Oregon Coast Highway No. 9
Curry County

At the design hearing of the Elk River-Port Orford Section of the Oregon Coast Highway on January 15, 1970, it was pointed out by County Engineer Bruce Shaner that development of an arm of Garrison Lake was under consideration between our proposed new line and the present highway. Therefore, consideration should be given in designing the new facility, for a structure at the crossing of the stream to Garrison Lake sufficient for boat traffic under the new highway to the proposed extension of the lake.

Another matter discussed was the south approach of the present highway to the new line. It appeared agreeable and desirous to provide access at right angles over Madrona Avenue and the remainder of the highway to the south be transferred to an abutting owner or possibly use this old highway for a northbound connection only. Abutting ownership and the possibility of deeded State right-of-way would also need to be considered.

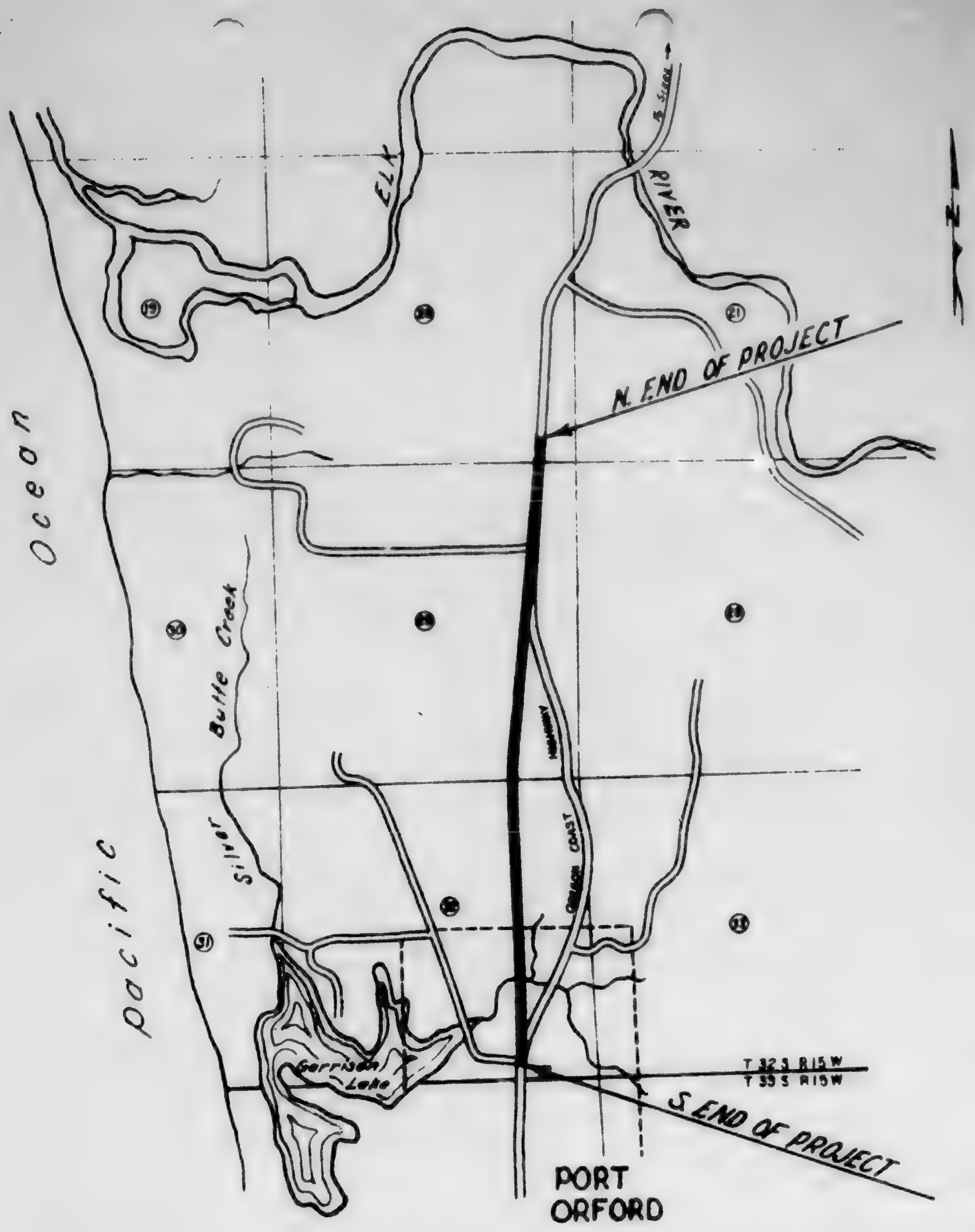
P. B. Arensmeier
Abandonment Engineer
County and City Department

PBA:ljt
1/21/70

cc: F. B. Klaboe ✓
D. J. Barbee
C. T. Keasey

F. B. KLABOE

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER



ELK
RIVER
N. END OF PROJECT
Ocean
Pacific
Butte Creek
Silver
Garrison Lake
HIGHWAY
OREGON COAST
T 32 S R15W
T 33 S R15W
S. END OF PROJECT
PORT
ORFORD
N

OREGON STATE HIGHWAY DEPARTMENT

Design Hearing Map

ELK RIVER - PORT ORFORD SECTION

OREGON COAST HIGHWAY

CURRY COUNTY

Length of project	1.98 miles
Estimated ADT	1968 = 4,000 1989 = 6,300
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	Four 12-foot travel lanes separated by a 4-foot to 16-foot median and 10 foot shoulders on each side.
Structures	No major structures.

See attached map for geographic location.

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 7 City Port Orford

County Curry Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23, USC, Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	700,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	
*State Agency Share	610,000	Other Funds (specify)	
Other (specify)	-		
TOTAL	1,310,000	*Total State Agency Share	610,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date May 15, 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Elk River - Port Orford Section of Oregon Coast Highway (US 101)
Project to consist of preliminary engineering right of way acquisition, grading, paving and incidental work to relocate and improve the existing facility to a high standard four lane facility.

State Administrative District No. 8

Federal Aid Interstate	Jumpoff Joe-Grants Pass Section Pacific Highway
	Rock Point-Seven Oaks Section Pacific Highway
Federal Aid Primary	Park Street-Tolman Creek Road Section Green Springs Highway

State Administrative District No. 12

Federal Aid Interstate	Arlington-Morrow Co. Line Section Columbia River Highway

The estimated date of filing for federal funds on these projects varies from mid-April to August 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

8.3.2.5.

Elk River - Port Orford

RECEIVED
FEB 17 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for eight federal-aid highway projecs as follows:

State Administrative District No. 1

Federal Aid Primary	Manzanita-Nedonna Beach Section Oregon Coast Highway

State Administrative District No. 3

Federal Aid Primary	Brooks-Hayesville Section Pacific Highway East

State Administrative District No. 4

Federal Aid Beautification	Fogarty Creek Scenic Strip Oregon Coast Highway

State Administrative District No. 7

Federal Aid Primary	Elk River-Port Orford Section Oregon Coast Highway

8325

18

RECEIVED
MAR 4 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1970

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

To:

MEMO TO THE FILES

NOTED
F.B. KLABOE

A design public hearing on the above proposed project was held on January 15, 1970 in Port Orford. A part of this project will be within the city limits of Port Orford. Approximately 30 persons attended the hearing.

One of the commissioners of Curry County made a statement and also presented a letter that covered four items which are as follow:

1. The County hoped that the State would construct a connecting road from the proposed facility to the existing Paradise State Park Road or at least provide an area to connect such a road. This road would leave the new facility near Station 1340 and go westerly along the centerline of Section 32, T32S, R15W. An area can be provided for the connection and the rest of the problem can be resolved without affecting the design of the subject section.

2. The County wants to abandon the existing highway between Madrona Avenue and 20th Street and improve Madrona Avenue for the connection between the existing and new facility. This will be incorporated into the plans.

3. There will be a need to provide a boat passage through the proposed embankment near Station 1347. This is for a proposed improvement and enlargement of Garrison Lake. The size and exact location will have to be established by further agreement.

4. The County requested that the intersection of the new facility and 20th Street be considered a major intersection. By eliminating the parking, a 16-foot median can be provided for a refuge lane and use the typical section as proposed.

One other person spoke and covered approximately the same items that were in the County Commissioner's letter.

There were two letters received after the hearing and the problems in both letters can be taken care of in the right of way negotiations.

RECEIVED
MAR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Donald E. Keyes

Donald E. Keyes
Preliminary Rural Supervisor

cc: F.B. Klaboe
F.E. Terpin

RECEIVED
MAR 30 1970
FOR FILING

8325

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

x labor

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

ARLINGTON-MORROW COUNTY LINE SECTION
ELK RIVER-PORT ORFORD SECTION
FOGARTY CREEK SCENIC STRIP
JUMPOFF JOE CREEK-GRANTS PASS SECTION
PARK STREET-TOLMAN CREEK ROAD SECTION
ROCK POINT-SEVEN OAKS SECTION

Your Notices of Intent relative to the above projects have been referred to the appropriate state agencies for comment. All have expressed approval of the projects.

We are pleased to add our approval.

Ed

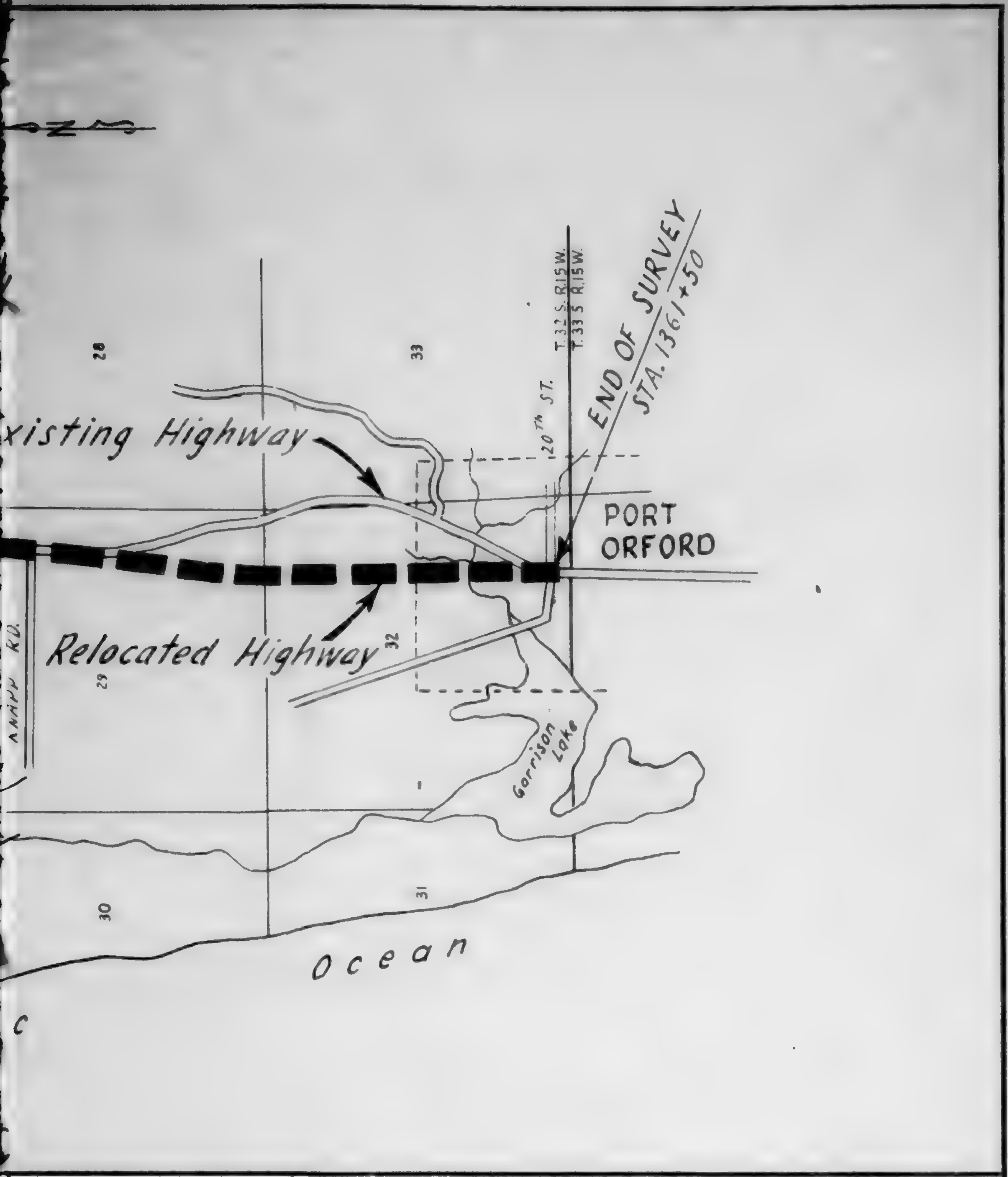
Edward G. Westerdahl, II

REFERRED TO
Young
By [illegible] State Hwy. Engr

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
3-23-70

DRG. NO. 1R-4-445


xisting Highway
Relocated Highway
END OF SURVEY
STA. 1361+50
T.32 S. R.15 W.
T.33 S. R.15 W.
20TH ST.
PORT
ORFORD
Garrison Lake
Ocean
C
28
33
29
32
30
31
KNAPP RD.

1-15-70

None Required

" "

" "

" "

Limited

ORIGINAL SIGNED
R. L. PORTER

TY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

ELK RIV.-PORT ORFORD SEC.

OREGON COAST HIGHWAY

CURRY COUNTY

DRG. NO. 1R-4-445

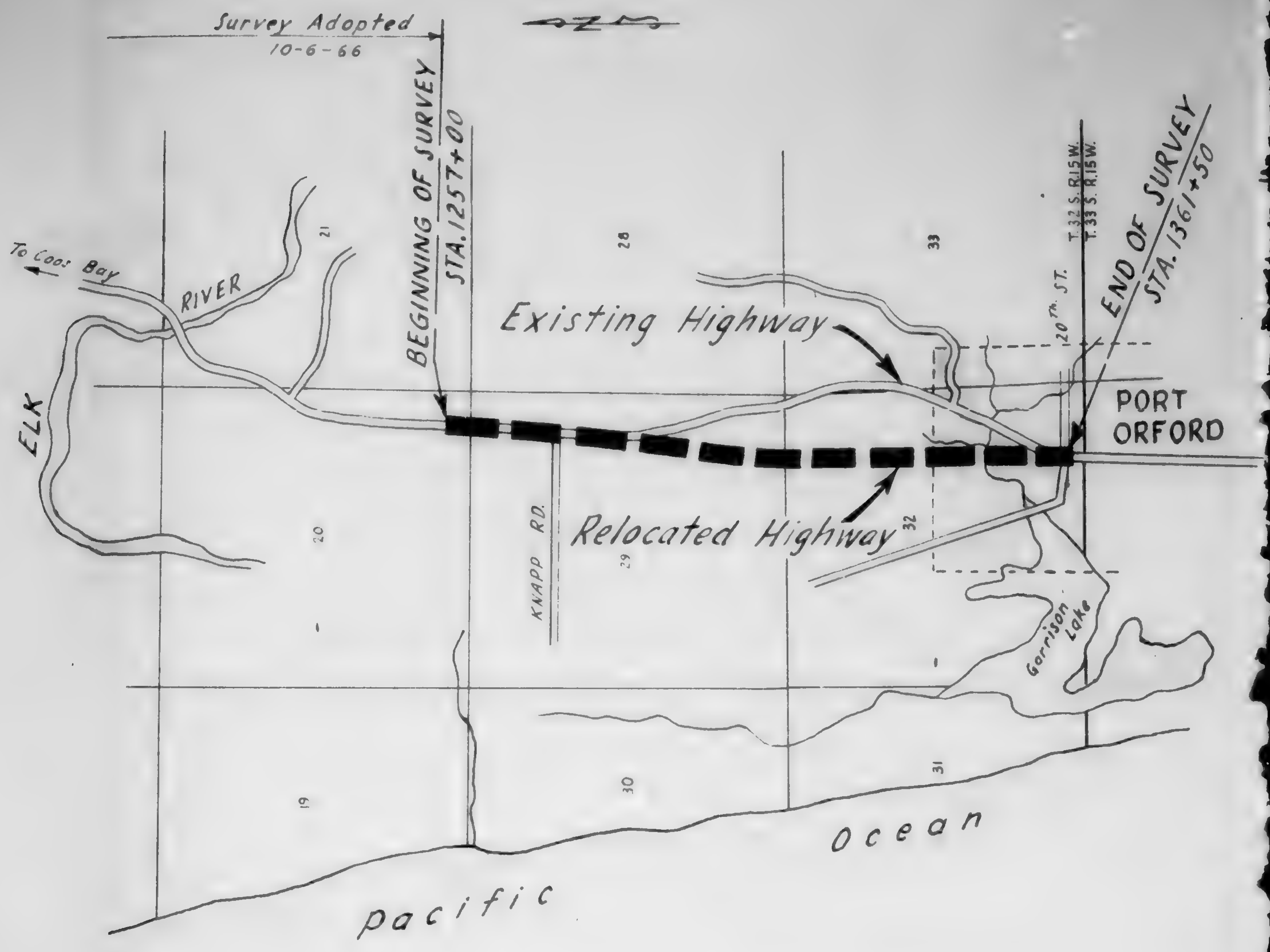
SCALE: 2"=1 Mile ±

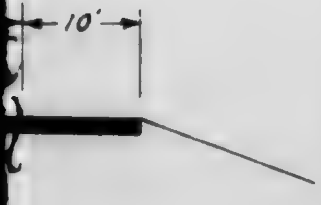
DATE: May, 1970

FOR DETAILS SEE DRG. NO.

9B-4-20

DRG. NO.


Survey Adopted
10-6-66
BEGINNING OF SURVEY
STA. 1257+00
END OF SURVEY
STA. 1361+50
T.32 S. R.15 W.
T.33 S. R.15 W.
20th ST.
To Coos Bay
ELK
RIVER
Existing Highway
Relocated Highway
KNAPP RD.
PORT
ORFORD
Garrison Lake
21
28
33
20
29
32
19
30
31
Pacific
Ocean



PUBLIC HEARING 1-15-70

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION " "

BUREAU OF PUBLIC ROADS " "

THROUGHWAY RESOLUTION ADOPTED " "

ACCESS CONTROL Limited

APPROVED: MAY 27 1970 19

[illegible]

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPART

SURVEY DESIGN APPROV

ELK RIV.-PORT OR

OREGON COAST HI

CURRY COUNT

DRG. NO. 1R-4

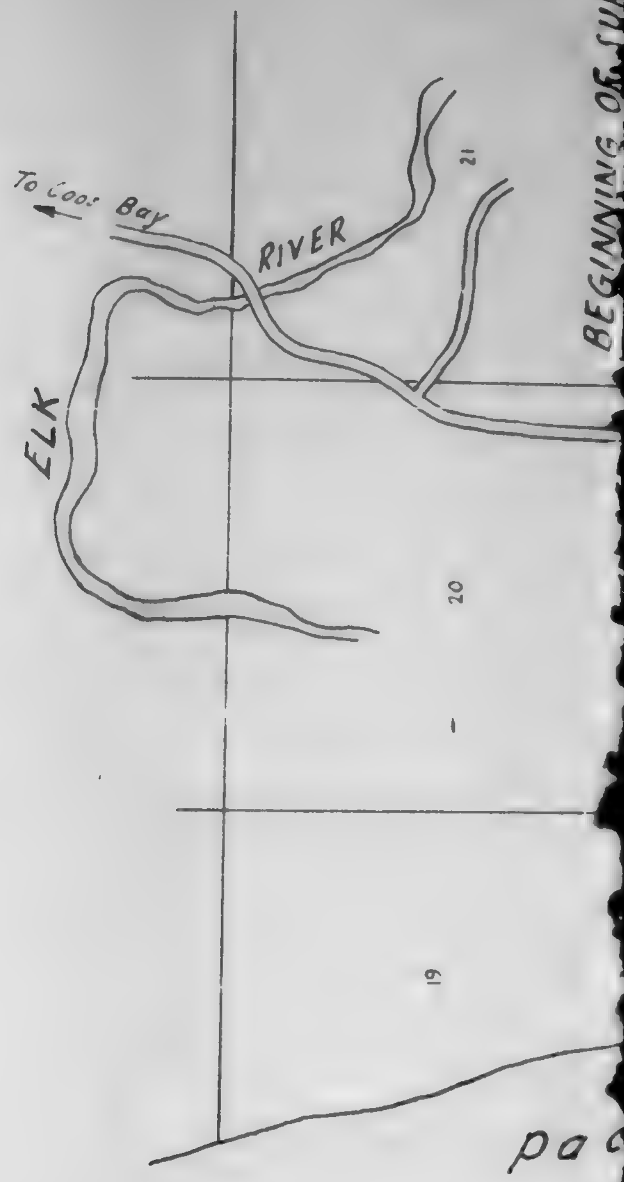
SCALE: 2" = 1 Mile ±

DATE: Ma

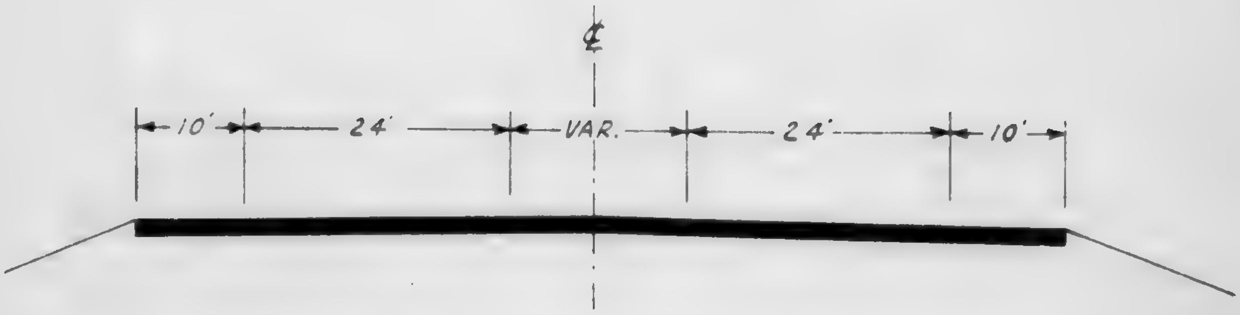
FOR DETAILS SEE DRG. NO.

9B-4-20

Survey Adopted
10-6-66



To Coos Bay
RIVER
ELK
21
20
19
BEGINNING OF SURVEY
pa



℄
10'
24'
VAR.
24'
10'

TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE HIGHWAY
BUREAU OF PUBL
THROUGHWAY RESOLUTION
ACCESS CONTROL

APPROVED: MAY 2

with 10-foot shoulders. The remaining 1.2 miles near Estacada will be surfaced to four lanes composed of four 12-foot travel lanes, 16-foot median and 10-foot shoulders. The hearing was held January 8, 1970, and design approved May 15, 1970. The length of this section is 5.5 miles and the total estimated cost is $3,550,000 in: Construction $3,150,000, Right-of-Way $400,000. This is a bond project approved by the Emergency Board in August 1969.

Mehama Bridge Section, Albany-Lyons Highway

The work involves replacing the existing bridge on new alignment, grading and paving of new approaches composed of two 12-foot travel lanes and 10-foot shoulders. The hearing was waived and we received design approval April 30, 1970. This section is 0.5 mile in length and the total cost is $995,000 in: Construction $910,000, Right-of-Way $85,000. Finance approval was obtained on August 19, 1969.

Maps of these projects are attached for your information. I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
C. T. Keasey
A. E. Johnson
L. W. Rulien
BLG:aw sr

Park Street-Tolman Creek Road Section, Green Springs Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and three-foot curb shy distance outside of the travel lanes. The hearing was held February 10, 1970, and design approved by the Bureau of Public Roads May 15, 1970. The length of this project is 0.53 mile and the total estimated cost is $1,500,000 ie: Construction $1,325,000, Right-of-Way $175,000. Finance approval was obtained on November 18, 1969.

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held October 28, 1969, and the Bureau of Public Roads approved the design May 1, 1970. The length of this section is 3.7 miles and the total estimated cost is $6,425,000 ie: Construction $5,700,000, Right-of-Way $725,000. Finance approval was obtained on December 23, 1969.

N. E. 60th Avenue-N. E. Sandy Boulevard Section, Northeast Portland Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and 10-foot curbed shoulders. The hearing was held January 13, 1970, and design requested of the Bureau of Public Roads May 13, 1970. The length of this project is 2.1 miles and the total estimated cost is $4,725,000 ie: Construction $3,025,000, Right-of-Way $1,700,000. Finance approval has been obtained for the westerly portion (N. E. 60th Avenue to the Cascade Highway Section) on August 19, 1969.

Eagle Creek-Estacada Section, Clackamas Highway

The work involves grading the entire section to four lanes with two-lane surfacing on 4.7 miles west of Estacada composed of two 12-foot travel lanes

8325

RE[illegible]
JUN 1 - 1970

FOR [illegible]

May 28, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and the Bureau of Public Roads has granted design approval.

Hayesville Interchange-Battle Creek Section, Pacific Highway

The work involves resurfacing the existing pavement, rebuilding the shoulder areas and safety work. The hearing was waived. The Bureau of Public Roads approved the design March 26, 1970. The length of this project is 10.3 miles and the estimated cost of construction is $3,650,000. This is an Interstate project.

Elk River-Port Orford Section, Oregon Coast Highway

The work involves four-laning the existing facility composed of four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held January 15, 1970, and the Bureau of Public Roads approved the design April 30, 1970. The length of this project is 1.98 miles and the total estimated cost is $1,375,000 ie: Construction $1,200,000, Right-of-Way $175,000. Finance approval is not being requested but authority to purchase the right-of-way is requested.

1325

RECEIVED
JUN 30 1970
FOR FILING

#3

3 P
1-470

June 22, 1970

Board of Commissioners
Curry County
Courthouse
Gold Beach, Oregon 97444

Attn: Mr. Bernard Mather
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 376" adopted by the Highway Commission on June 2, 1970, covering the Elk River-Port Orford Section of the Oregon Coast Highway in Curry County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Attachments

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73

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 4, 1974

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway

To: F I L E

228-K

I discussed with Mr. Hunter this date the method of accommodating bicycle traffic on this section.

It was agreed that we would handle this by designating a portion of the 10-foot paved shoulders as bicycle lanes.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
J. H. Versteeg
L. W. Rulien
A. Shirley, Jr.
J. D. McClure

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Elk River-Port Orford

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Curry

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of Design. See Remarks.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Design includes utilization of non-specification material to conserve aggregates.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This project is designed to include stage construction, and A.C. is better for this type of work.

TRAFFIC ANALYSIS

SECTION: Elk River-Port Orford

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Curry

4500 Present ADT (19 74)

12.7 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	130	1.6	208	169	450	76,050
3	140	1.6	224	182	1000	182,000
4	8	1.6	13	11	1250	13,750
5	290	1.6	464	377	3180	1,198,860
6	2	1.6	3	3	2570	7,710
				742	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,478,370

TWENTY YEAR EWL 29,567,400

TRAFFIC COEFFICIENT 10.1

SECTION: Elk River-Port Orford

HIGHWAY: Oregon Coast (FAR 2)

COUNTY: Curry

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	T.B.	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	5.0"	---	13.0"	30.5"	22.0"
8.0 - 9.0	3.5"	4.0"	---	13.0"	27.0"	20.5"
7.0 - 8.0	3.5"	4.0"	---	10.0"	24.0"	17.5"
6.0 - 7.0	3.0"	---	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	---	13.0"	17.5"	15.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

* A special mix design for treated base will be provided at a later date by the Engineering Laboratory.

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.7 and a C.B.E. Requirement of 28.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.5"* Aggregate Base
1.0" Cement Treated Base = 1.5"* Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase (Sand) = 0.5" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

-.832±

15

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Elk River - Port Orford
Highway: Oregon Coast (FAR 2)
County: Curry
Prefix: 8-1499

Res. Engr.
Approx. Length 2.12± miles
~~Sta.~~ M.P. 298.29± to ~~Sta.~~ M.P. 300.41±
Date May 24, 1974

Mean Truck A.D.T. 742
Traffic Coefficient 10.1
18 kip s. a. per day 329.6

Annual Precipitation 72"±
Frost Penetration - - - -
CBE Total Requirement 32.0"

(1)

Typical Soil

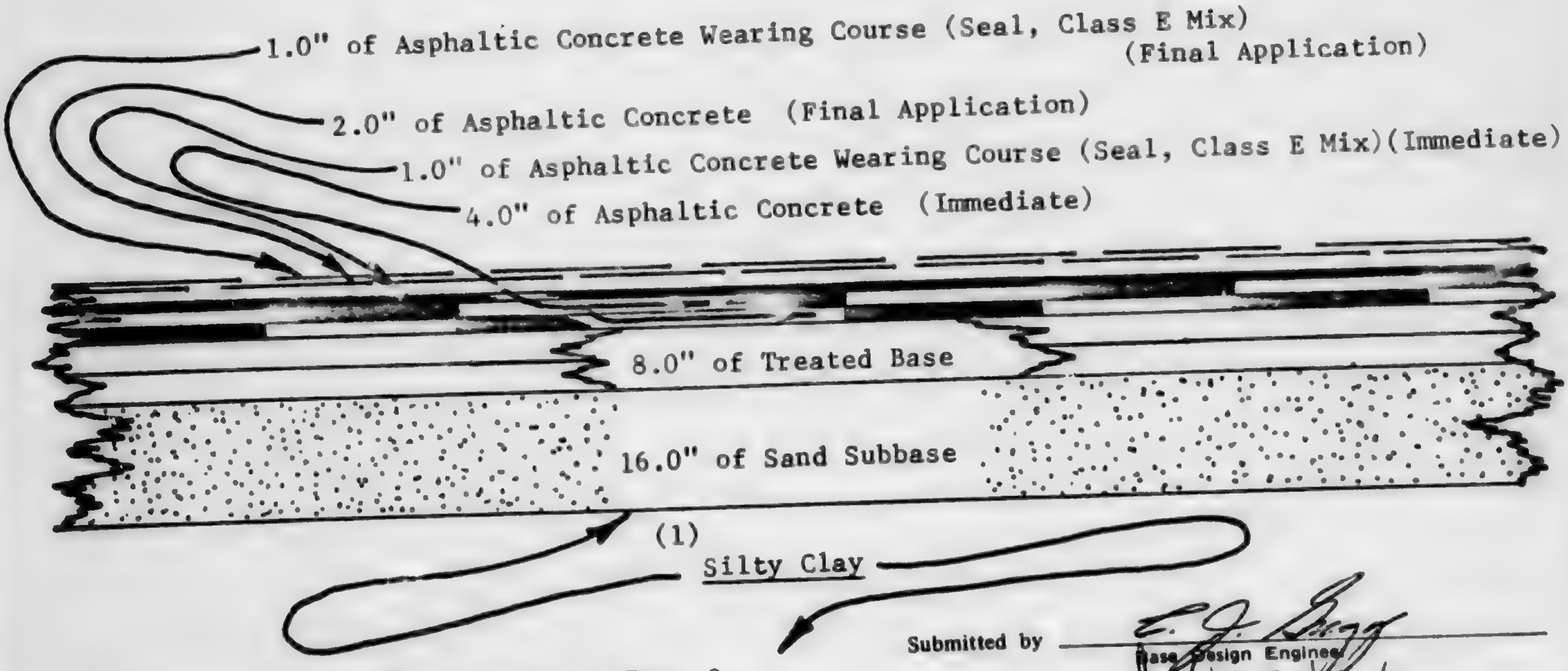
36	LL
12	PI
99	%P 10
76	%P 200
1	% Gravel
5	% C Sand
18	% F Sand
36	% Silt
40	% Clay
10	R Value
A-6	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
---	1.0	A.C.W.C. (F.A.)
4.0	2.0	A.C. (F.A.)
---	1.0	A.C.W.C. (I.)
8.0	4.0	A.C. (I.)
12.0	8.0	T.B.
8.0	16.0	SSB.
32.0	32.0	NOTED E. S. HUNTER

STRUCTURAL SECTION


1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix) (Final Application)
2.0" of Asphaltic Concrete (Final Application)
1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)(Immediate)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Treated Base
16.0" of Sand Subbase
(1)
Silty Clay

See Remarks on Page 2.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by E S Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 5 74
REFER TO
[illegible]
FOR

6-04-74

Deputy State Highway Engineer
Location Section
Highway Building
Salem, Oregon
97310

Dear sirs:

While a member of the Curry County Transportation Advisory Committee, we recommended two highway construction projects that I would like to discuss with you.

First of all, the South end of the Wedderburn bridge in Gold Beach...What plans have been made in the way of including a safe bikeway along this stretch of dangerous road just as one enters the North end of Gold Beach ?

Secondly, the the Elk River-Port Orford improvement project... Have plans for a safe bikeway been included in this project ? and, has possible future access to the State-owned Paradise Point picnic-wayside beach property been designed in ?

I am bringing these items up now because I am sure they will be brought out during whatever impact hearings are held here, and when Bob Gormsen, Ray Wilson, and Bill Brown were down here for the 11-29-73 public hearing on the Port of Port Orford's rockfill project, I discussed these items with them and they thought they would be included in the design of these highway improvements just as a matter of course.

I just thought I would take this rainy day opportunity to drop you people a line a see how these things are coming along. When, by the way, will the environmental impact statements for these projects be aired ?

Sincerely yours,

Alan Mitchell
Alan Mitchell

921 OREGON
BOX 606
PORT ORFORD
ORE. 97465

Member:
Curry County Planning Commission
Port Orford City Planning Commission

RECEIVED
JUN 7 1974
LOCATION
SECTION

RECEIVED
JUN 6 1974
OFFICE OF
ASSISTANT STATE [illegible]

paved shoulders, the decision has been made to delineate the outside six feet of the shoulder as a bicycle lane. We believe this is the most judicious use of road-user taxes.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
Alfred Shirley, Jr., (enc.)

VDW:mc ja

June 17, 1974

Mr. Alan Mitchell
Box 600
Port Orford, OR 97465

446-J

Dear Mr. Mitchell:

In reply to your June 4 letter, I will answer your questions as listed.

Field location from the south end of Wedderburn Bridge to the existing four-lane section is just nearing completion. State law requires that whenever a highway is constructed, reconstructed or relocated, bicycle paths must be considered. Based on recommendations from the Governor's Bicycle Advisory Committee to the Highway Division, we are striping the outside six feet of a 10-foot paved shoulder and labeling it "BICYCLE LANE" in those areas where the cost of construction of a completely separated bicycle facility could not be justified. This also is in conformance with the law which states that bicycle paths need not be constructed when the cost is disproportionate to the usage, or where it would be an unsafe facility.

CON 8-2-2
101

Before right-of-way acquisition or construction is undertaken on this section of highway, design hearings must be held at which time these elements of design will be discussed with interested citizens.

Since it is completely impractical within the foreseeable future to construct separated bikeways north or south of the proposed Elk River-Port Orford project, and since this project when constructed will have 10-foot

CON 21-2
101- C[illegible]

1325

September 10, 1974

City of Port Orford
City Hall
Port Orford, OR 97465

446-J

Attention: Georgia F. Dougherty
City Recorder

1-4L 543

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the construction and the abandonment of the Elk River-Port Orford Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (conf. agree. att.)

1325

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

October 4, 1974

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway

TO: J. H. Versteeg
Road Design Engineer

228 K
4/4/6-J

In line with my discussions with Bill Sample during your absence, please reduce the shoulder widths to a maximum of 8 feet and use 4:1 rock slopes.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter

RECEIVED
OCT 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

8325

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 24, 1974

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

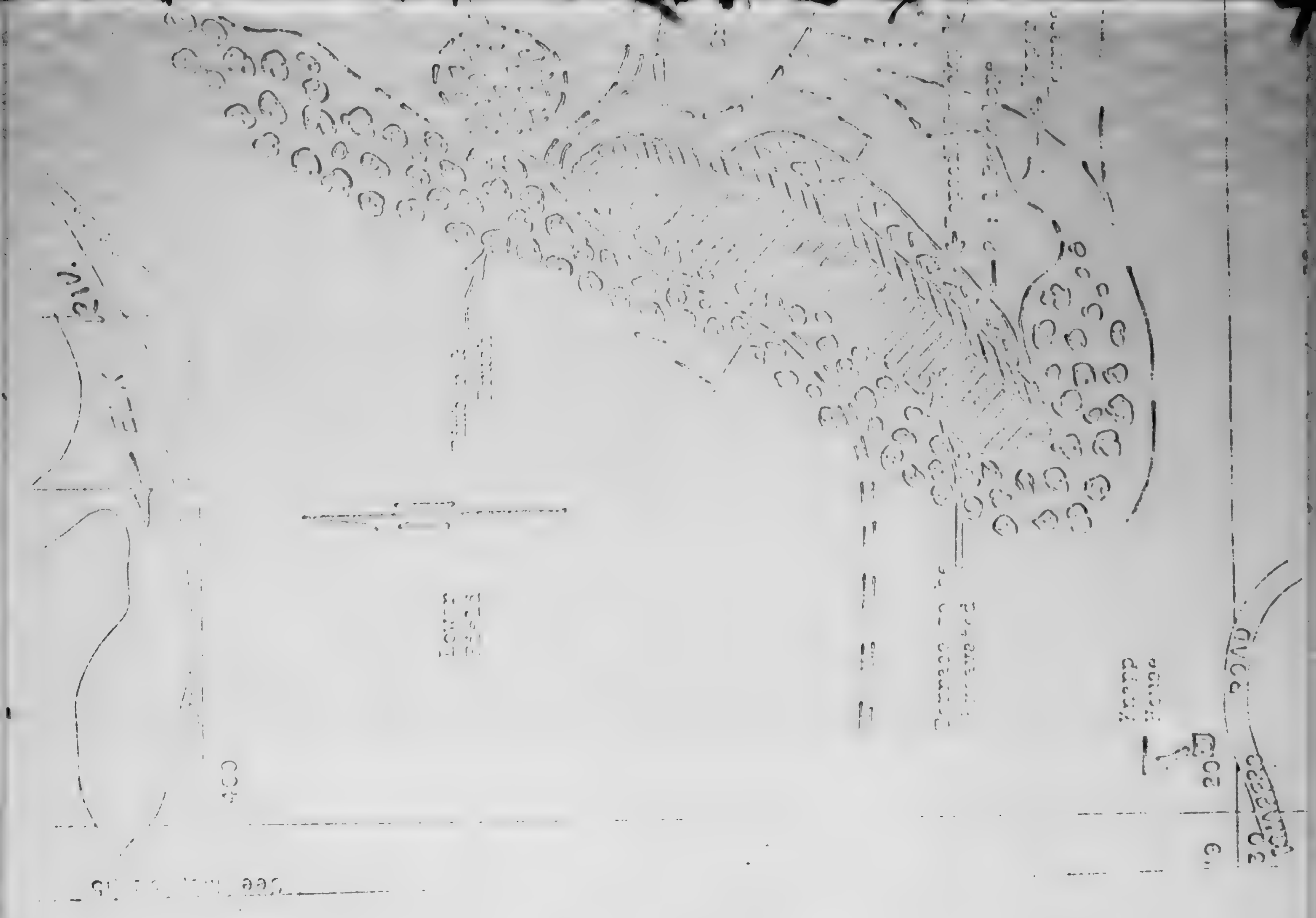
The project typical section was reviewed by Mr. Wolfe in early October, for possible reductions in shoulder and surfacing slope widths.

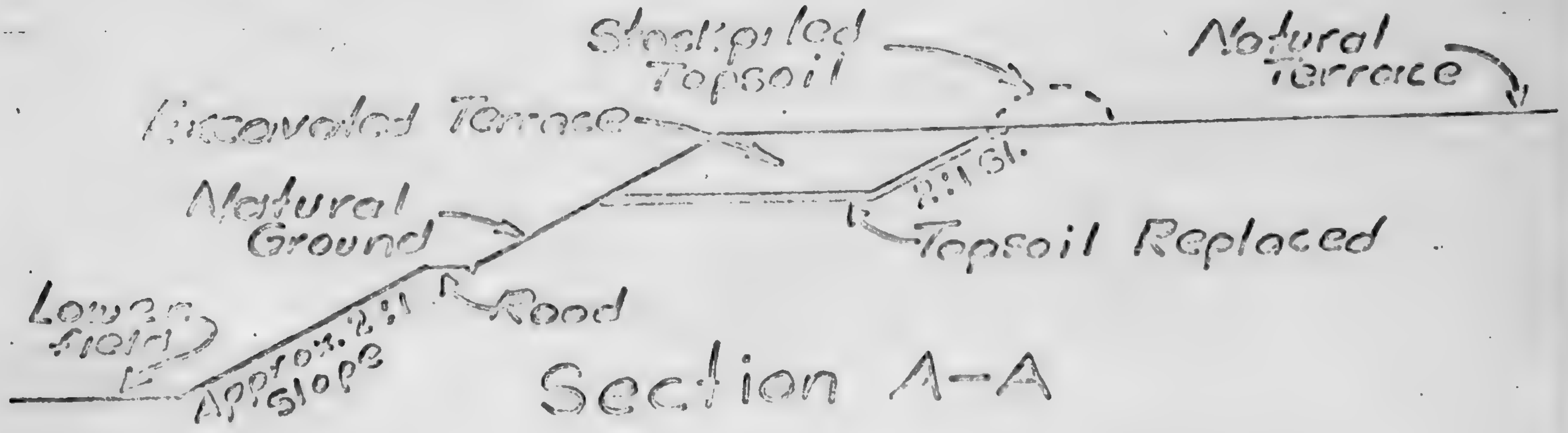
The shoulder width was reduced from 10 feet to 8 feet and the surfacing slope reduced from 6:1 to 4:1.

Comparative cost estimates were prepared for the reduced roadway fill section and for a bridge at the Garrison Slough crossing. The roadway (sub-excavation, backfill and fill) cost was $1,070,000 amd the bridge cost was $1,390,000. On the basis of these cost estimates the decision was made to go with the fill section.

FE:we
cc: E. S. Hunter
Gary Potter
L. W. Rulien
W. J. Hart
Alfred Shirley
A. D. Olson
Fred Eriksen

RECEIVED
DEC 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

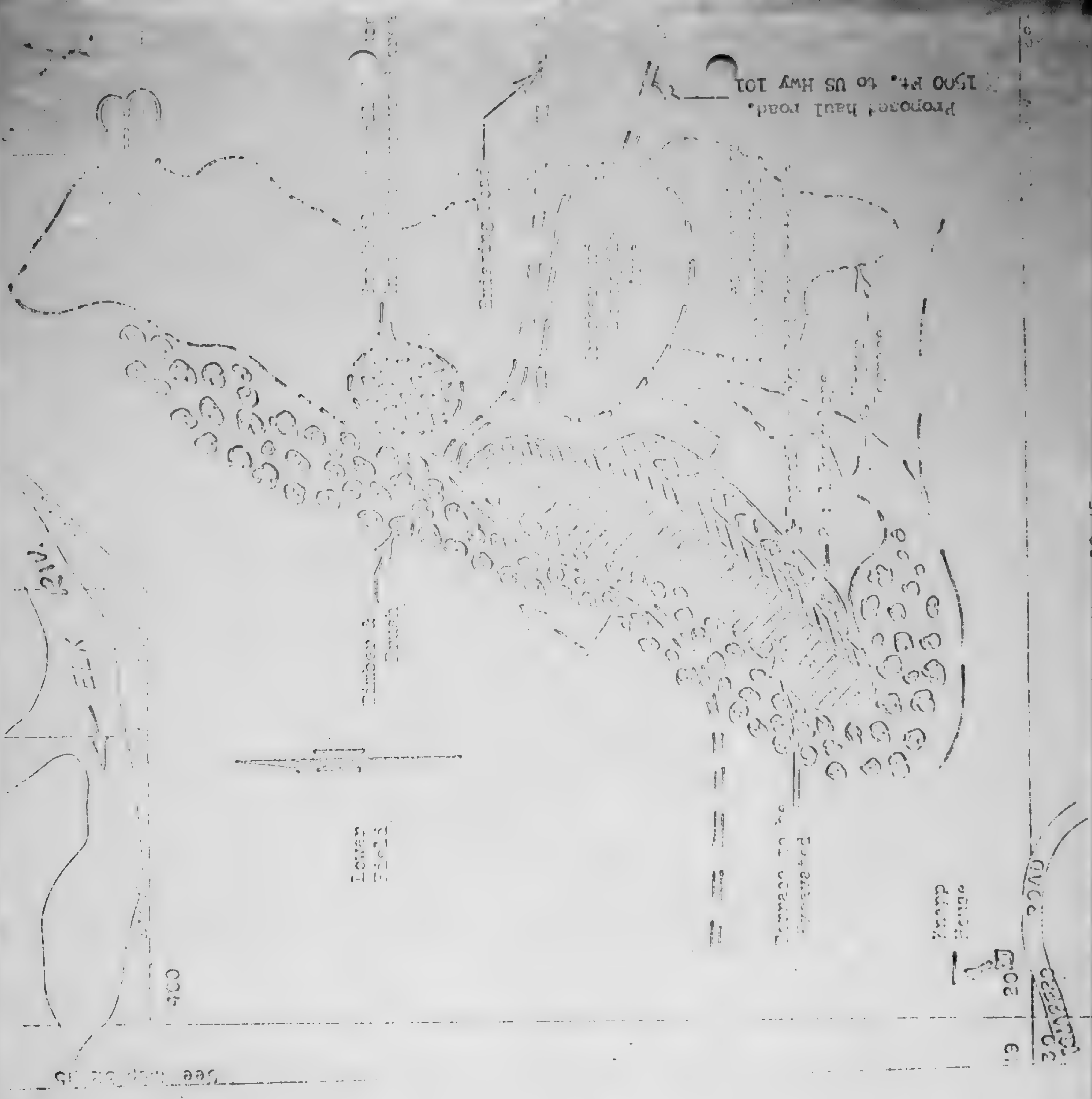


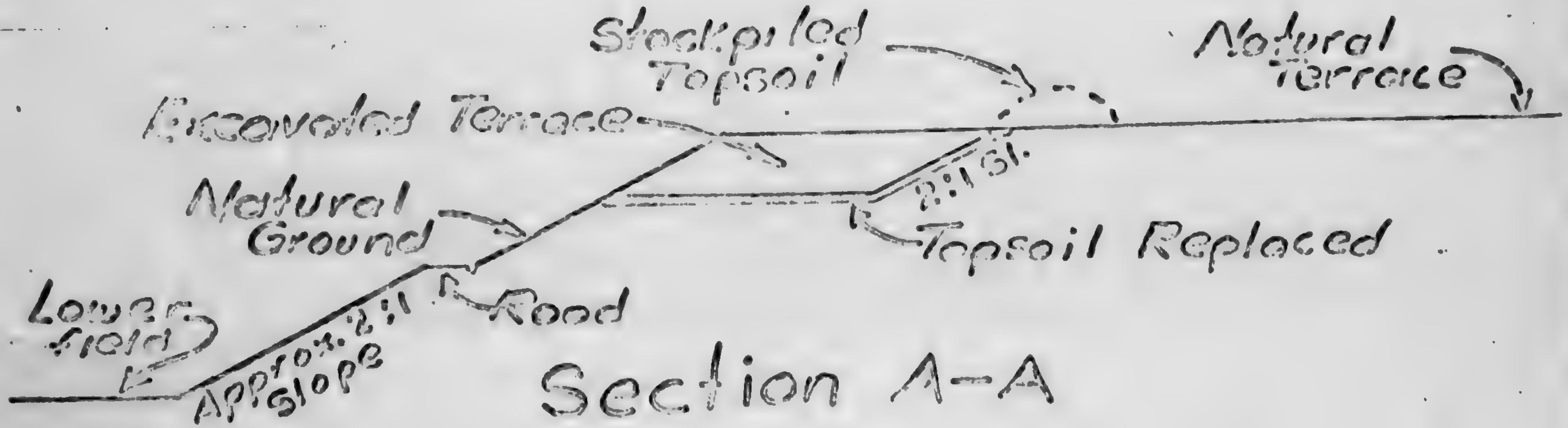

Stockpiled Topsoil
Natural Terrace
Excavated Terrace
Natural Ground
Topsoil Replaced
2:1 Sl.
Lower field
Road
Approx. 2:1 Slope

Section A-A

DEVELOPMENT PLAN

A strip of land Approx. 200 feet wide and 800 feet long along the westerly edge of the upper terrace will be excavated to a depth of Approx. 35 feet with a slope of Approx. 2 : 1 on the backslopes and sufficient slope on the floor to permit drainage. The top $1\frac{1}{2}$ feet of topsoil will be removed and stockpiled northerly of the excavated area for future use in covering the excavated area & slope. The remainder of the overburden will be excavated and stockpiled along the easterly side of the excavated area for eventual use on highway construction slopes and to cover the plant and stockpile area. A crushing plant will be set up in the designated area and will produce Approx. 120,000 Cy. of materials for highway surfacing and paving from gravel removed from the excavated area. A paving plant will be set up in the designated area and from stockpiled, crushed materials, will produce asphaltic concrete for highway construction paving. Any surplus materials from the crushing operation will be stored in a neat stockpile in the designated area for use by the property owners.




Stockpiled Topsoil
Natural Terrace
Excavated Terrace
Natural Ground
2:1 Sl.
Topsoil Replaced
Lower field
Road
Approx. 2:1 slope
Section A-A

DEVELOPMENT PLAN

A strip of land Approx. 200 feet wide and 800 feet long along the westerly edge of the upper terrace will be excavated to a depth of Approx. 35 feet with a slope of Approx. 2 : 1 on the backslopes and sufficient slope on the floor to permit drainage. The top 1½ feet of topsoil will be removed and stockpiled northerly of the excavated area for future use in covering

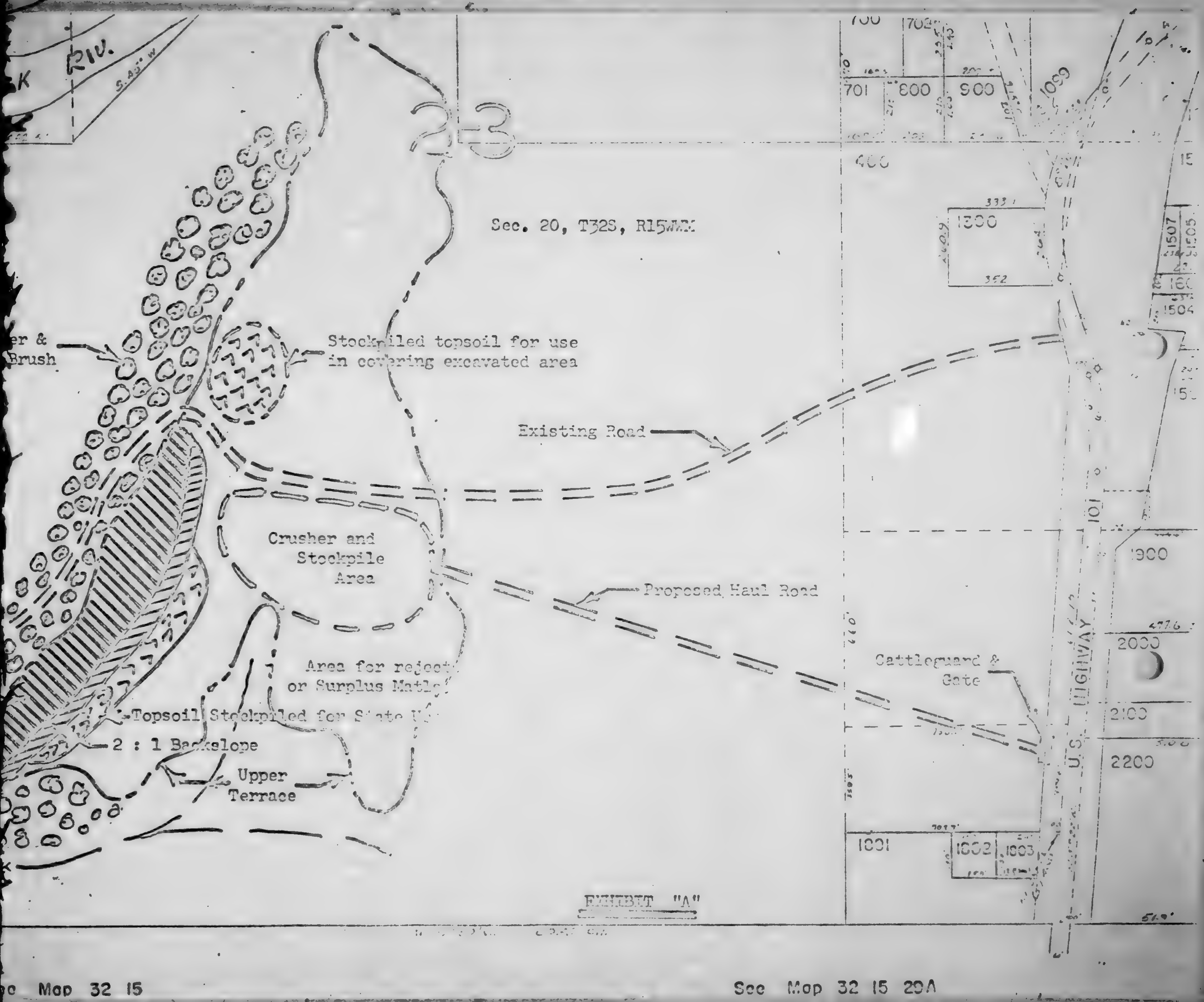

RIV.
Sec. 20, T32S, R15WM
23
Stockpiled topsoil for use in covering excavated area
er & Brush
Existing Road
Crusher and Stockpile Area
Proposed Haul Road
Area for reject or Surplus Matl
Topsoil Stockpiled for State
2 : 1 Backslope
Upper Terrace
Cattleguard & Gate
U.S. HIGHWAY 101
700
701
702
800
900
1099
400
1300
1507
1505
1504
1900
2000
2100
2200
1801
1802
1803
See Map 32 15
See Map 32 15 20A

EXHIBIT "A"

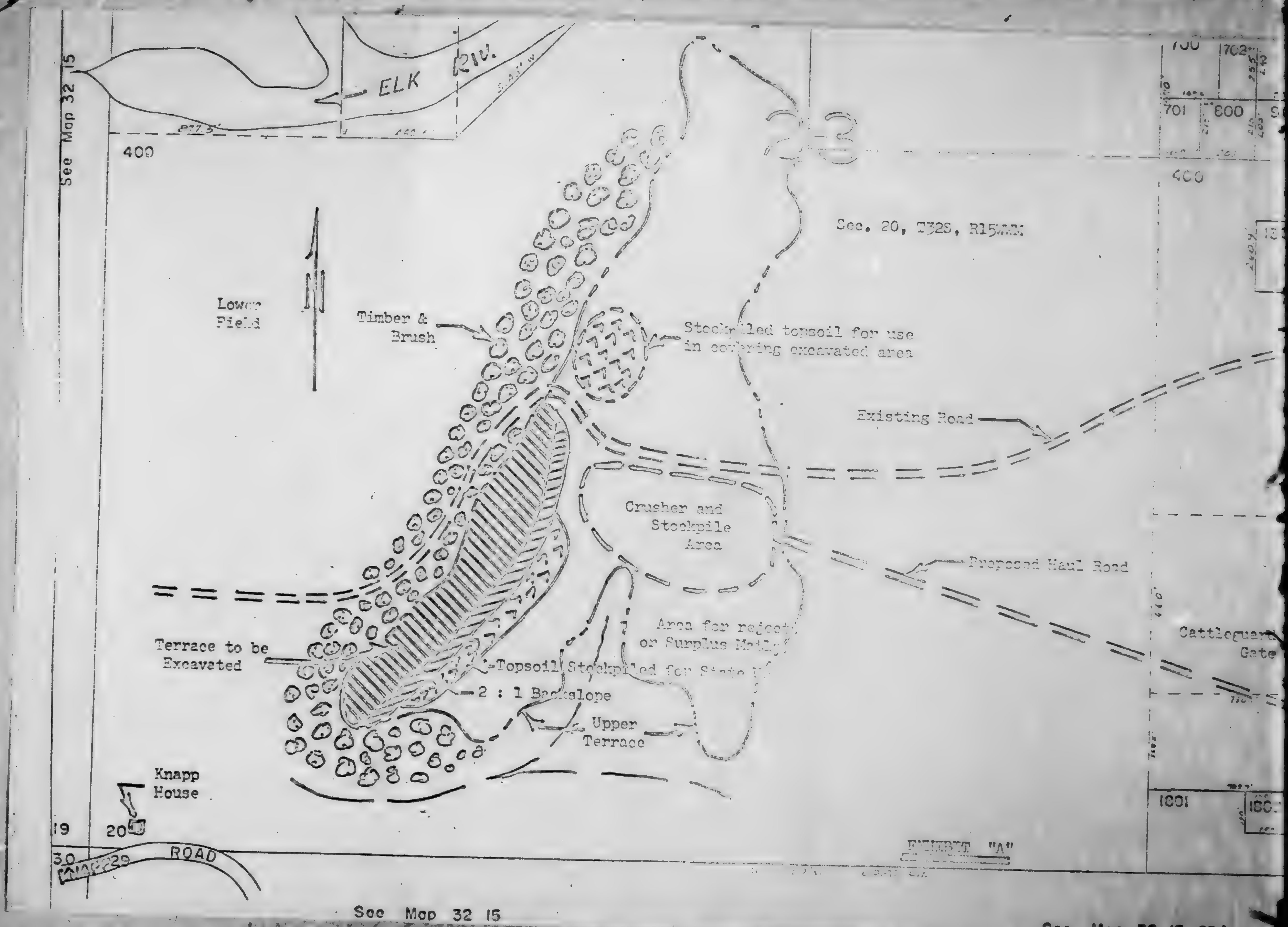

See Map 32 15
ELK RIV.
400
Lower Field
N
Timber & Brush
Stockpiled topsoil for use in covering excavated area
Sec. 20, T32S, R15WM
700
702
701
800
400
Existing Road
Crusher and Stockpile Area
Proposed Haul Road
Area for reject or Surplus Mat'l
Cattleguard Gate
Terrace to be Excavated
Topsoil Stockpiled for State U
2 : 1 Backslope
Upper Terrace
Knapp House
19
20
30
29
ROAD
1801
See Map 32 15
See Map 32 15 29A

EXHIBIT "A"

8-25

9

STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson

DATE: January 8, 1975

FROM: L. V. Blickenstaff

1 2 3

T

LH

SUBJECT: Elk River-Port Orford Sec. w/Copy

Our lease agreement with Knapp for materials on the ~~subject section~~ will obligate us to do certain things which should be included in the plans, specifications and bid items as appropriate. These things are as follows:

1. Waste or excess materials from the crushing operation are to be placed in a neat stockpile in the area shown for same on Exhibit "A".

2. Top 1½ feet of topsoil to be removed from the excavated area and stockpiled in the area north of the excavated area as shown for same on Exhibit "A".

3. Topsoil in Item #2 to be replaced on disturbed areas as required and as shown on the Developmental Plan map.

4. State to construct a cattle guard and gate (16' wide ?) at the location shown on Exhibit "A".

5. Either the contractor at his own expense or at state expense to construct a haul road in the general vicinity as shown on Exhibit "A". If state is to pay, money should be included as a force account item.

6. Excess or waste petroleum products are to be removed from the owner's land.

7. Merchantible timber to be salvaged and stockpiled in the same area as Item #2 above and become property of owner.

8. Excavation for materials to be according to the typical section shown on the Developmental Plan map.

9. State to seed and mulch disturbed areas according to the recommendations of the county agent. His preliminary recommendations are as follows:

A. No mulching is required.
B. Lime 2½ tons per Ac. X 18 Ac. =45 tons x $25.00 = $1,125.00
C. Sedd
  a. 9 lb. Perennial Rye Grass x 18 Ac. = 162 Lb x 1.25 = 202.50
  b. 7 lb. Tall fescue or Orchard G. x 18 a. =126 Lb x 1.00 = 126.00
  c. 9 lb. Sub Clover x 18 Ac. = 162 Lb. x 2.00 = 324.00
D. Fertilizer 16-20 200 Lb. x 18 Ac. = 1.8 tons x 200.00 = 360.00
E. Application 18 Ac. x 100.00 = 1,800.00

Force Account (Call $4,000.00) $3,937.50

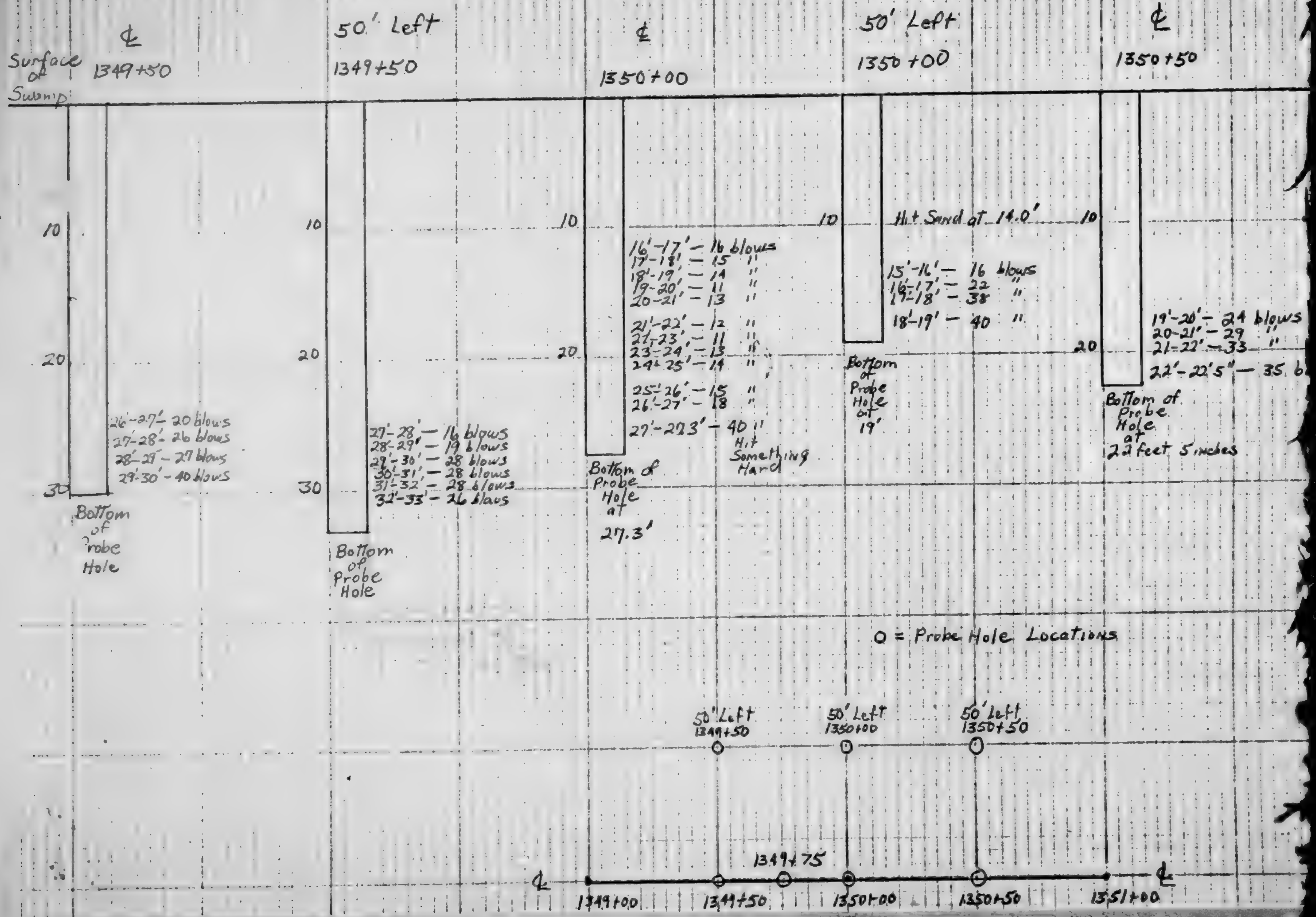
RECEIVED
JAN 13 1975
LOCATION SECTION

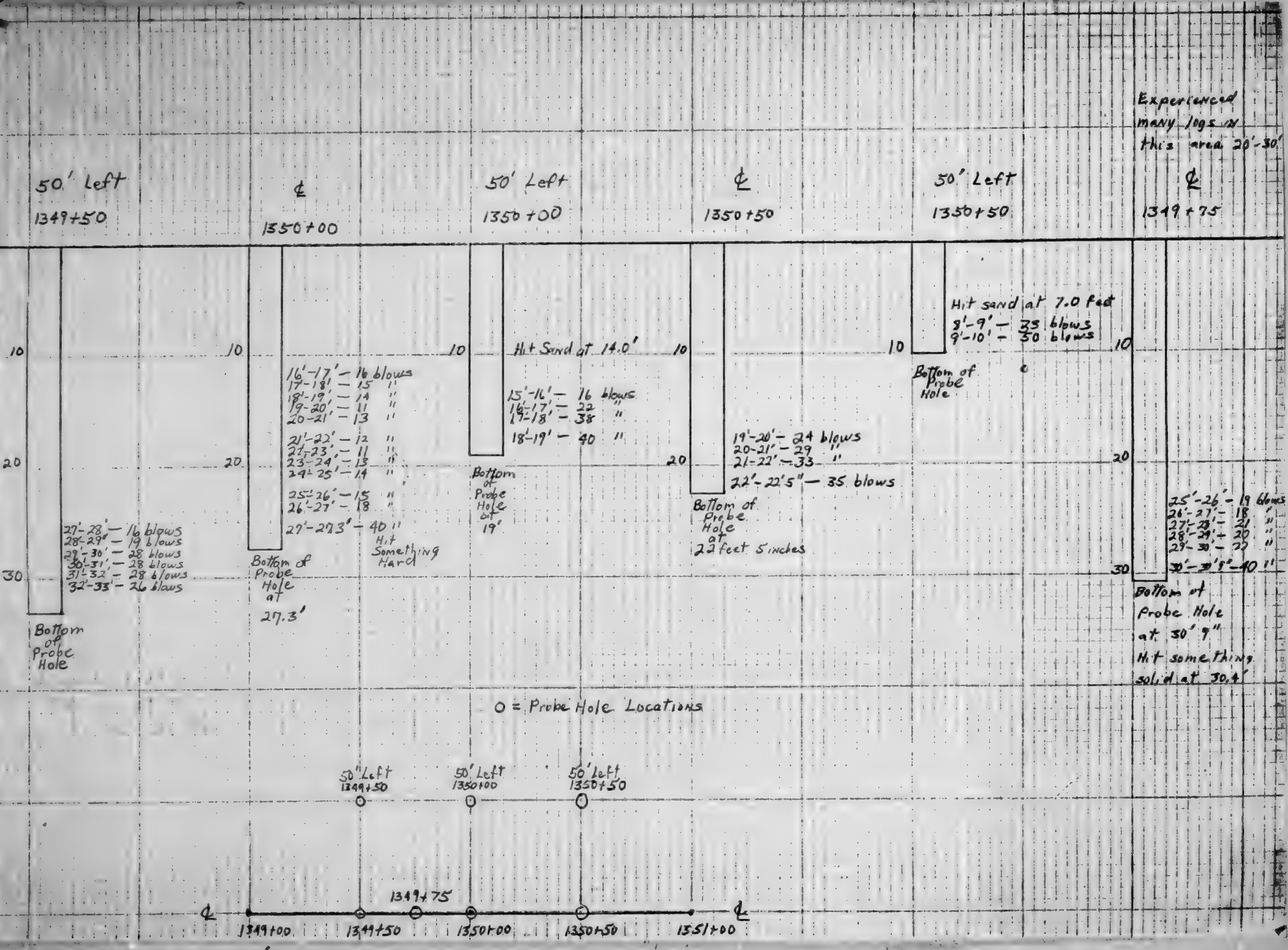
WH

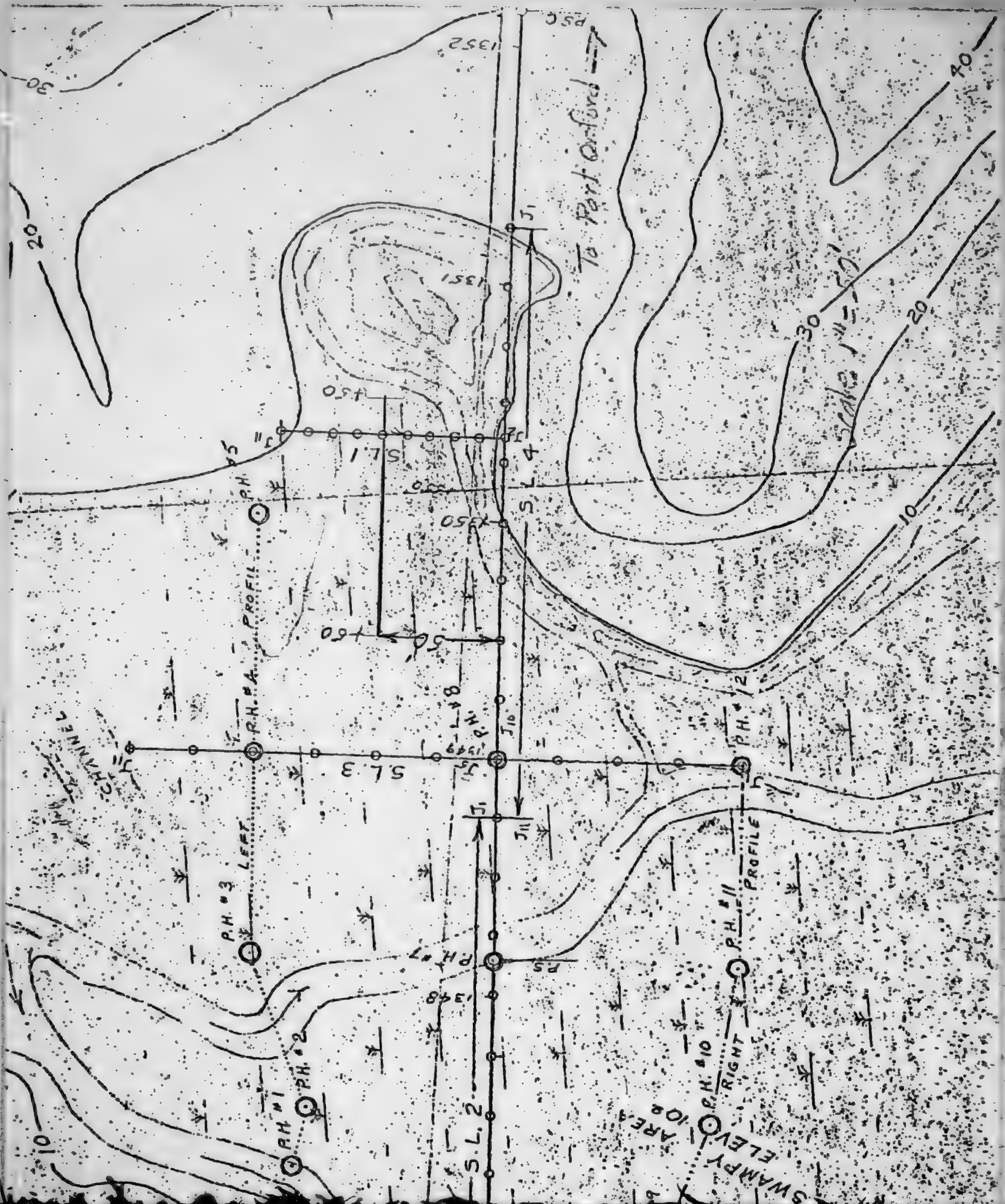
Exhibit "A" attached
Developmental Plan map attached

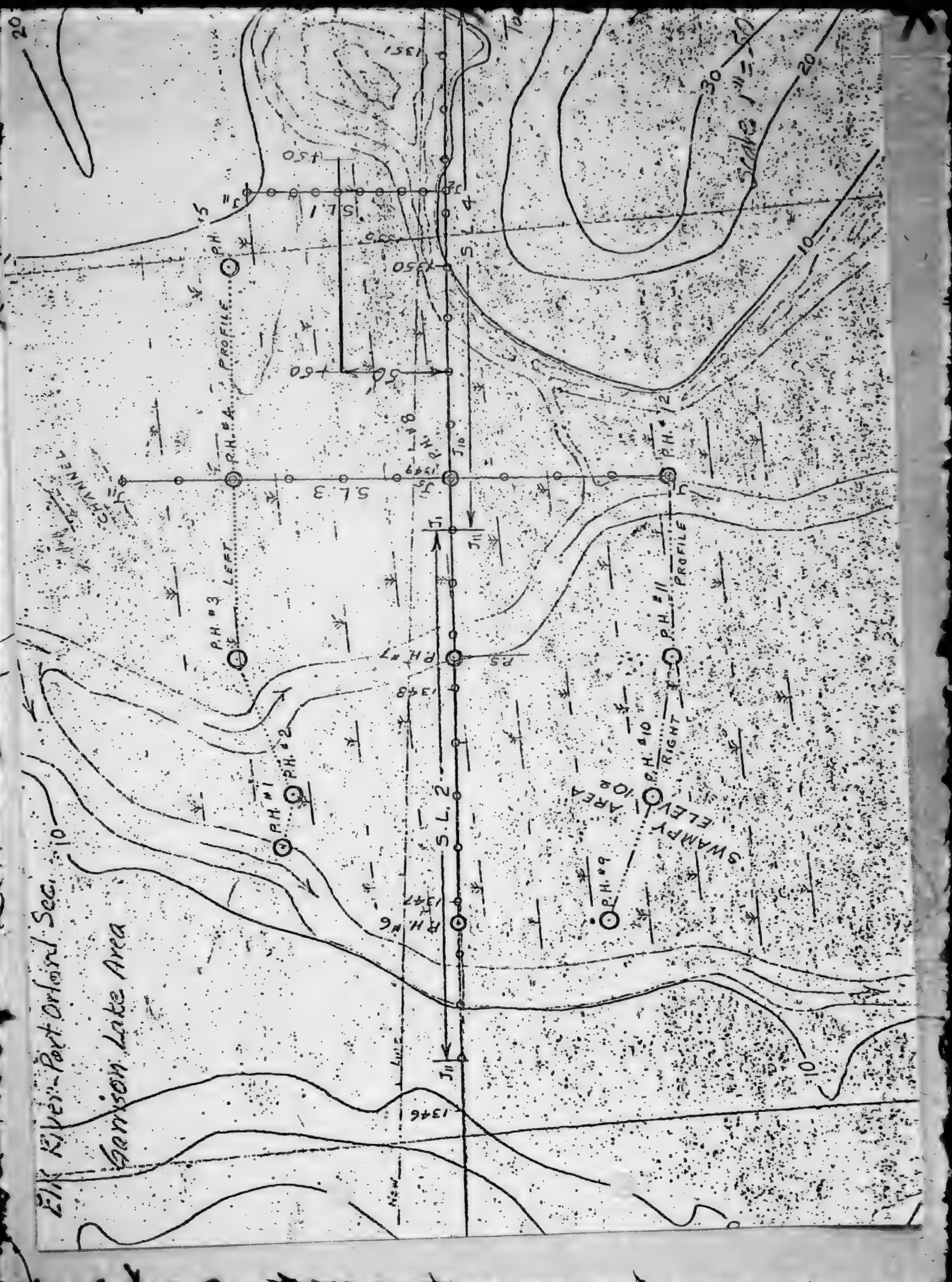
✓1-13-75
CC: J.H. Versteeg.

81-125-3016


℄
1349+50
Surface of Swamp
10
20
30
26'-27' - 20 blows
27'-28' - 26 blows
28'-29' - 27 blows
29'-30' - 40 blows
Bottom of Probe Hole
50' Left
1349+50
10
20
30
27'-28' - 16 blows
28'-29' - 19 blows
29'-30' - 28 blows
30'-31' - 28 blows
31'-32' - 28 blows
32'-33' - 26 blows
Bottom of Probe Hole
℄
1350+00
10
20
16'-17' - 16 blows
17'-18' - 15 "
18'-19' - 14 "
19-20' - 11 "
20-21' - 13 "
21'-22' - 12 "
22'-23' - 11 "
23'-24' - 13 "
24'-25' - 14 "
25'-26' - 15 "
26'-27' - 18 "
27'-27.3' - 40 "
Hit Something Hard
Bottom of Probe Hole at 27.3'
50' Left
1350+00
10
Hit Sand at 14.0'
15'-16' - 16 blows
16'-17' - 22 "
17'-18' - 38 "
18'-19' - 40 "
Bottom of Probe Hole at 19'
℄
1350+50
10
20
19'-20' - 24 blows
20-21' - 29 "
21-22' - 33 "
22'-22'5" - 35 b
Bottom of Probe Hole at 22 feet 5 inches
O = Probe Hole Locations
50' Left 1349+50
50' Left 1350+00
50' Left 1350+50
1349+75
℄
1349+00
1349+50
1350+00
1350+50
1351+00
℄


Experienced
many logs in
this area 20'-30'
50' Left
1349+50
℄
1350+00
50' Left
1350+00
℄
1350+50
50' Left
1350+50
℄
1349+75
10
20
30
27'-28' — 16 blows
28'-29' — 19 blows
29'-30' — 28 blows
30'-31' — 28 blows
31'-32' — 28 blows
32'-33' — 26 blows
Bottom
of
Probe
Hole
16'-17' — 16 blows
17'-18' — 15 "
18'-19' — 14 "
19-20' — 11 "
20-21' — 13 "
21'-22' — 12 "
21-23' — 11 "
23-24' — 13 "
24'-25' — 14 "
25'-26' — 15 "
26'-27' — 18 "
27'-27.3' — 40 "
Hit
Something
Hard
Bottom of
Probe
Hole
at
27.3'
Hit Sand at 14.0'
15'-16' — 16 blows
16'-17' — 22 "
17'-18' — 38 "
18'-19' — 40 "
Bottom
of
Probe
Hole
at
19'
19'-20' — 24 blows
20-21' — 29 "
21-22' — 33 "
22'-22'5" — 35 blows
Bottom of
Probe
Hole
at
22 feet 5 inches
Hit sand at 7.0 feet
8'-9' — 35 blows
9'-10' — 50 blows
Bottom of
Probe
Hole
25'-26' — 19 blows
26'-27' — 18 "
27'-28' — 21 "
28'-29' — 20 "
29'-30' — 22 "
30'-30'9" — 40 "
Bottom of
Probe Hole
at 30' 9"
Hit something
solid at 30.4'
O = Probe Hole Locations
50' Left
1349+50
50' Left
1350+00
50' Left
1350+50
1349+75
℄
1349+00
1349+50
1350+00
1350+50
1351+00
℄


To Port Orford
Scale 1" = 50'
P.S.C.
1352
1351
150
1349
1348
30
20
40
30
20
10
10
S.L. 1
S.L. 2
S.L. 3
S.L. 4
S.L. 8
J1
J11
P.H. #5
P.H. #A PROFILE
P.H. #3 LEFT
P.H. #2
P.H. #1
P.H. #7
P.H. #12
P.H. #11 PROFILE
P.H. #10 RIGHT
CHANNEL
SWAMPY AREA ELEV. 10±
P.S.



Elk River-Port Orford Sec.
Garrison Lake Area
Scale 1"=50'
SWAMPY AREA
ELEV. 10±
CHANNEL
S.L. 1
S.L. 2
S.L. 3
S.L. 4
P.H. #1
P.H. #2
P.H. #3
P.H. #A
P.H. #5
P.H. #6
P.H. #7
P.H. #8
P.H. #9
P.H. #10
P.H. #11
P.H. #12
LEFT PROFILE
RIGHT PROFILE
NEW LINE
1346
1347
1348
1349
1350
1351
50
10
20
30

Used hand carried and operated O.S.H.D. Probe Apparatus which employs:

A. 1" diameter cone point
B. 5/8" steel rod extensions
C. 20 pound hammer
D. 18" distance for hammer fall

Procedure consisted of counting number of blows per foot of penetration.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 12, 1974

TO Alfred Shirley, Region III Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Elk River-Port Orford Section
Oregon Coast Highway
Curry County

The location for the 120-inch culvert in the Garrison Lake area is being studied by us and the Hydraulics Section. After reviewing the seismic and probe hole sounding data, we believe a good location to be between Sta. 1349+50 and 1350+50. The pipe in this area would be about half the length on firm ground and half on a backfill depth of ten feet or less.

An additional profile of the peat depth, along the red line on the attached sketch will be necessary to determine the best location.

The waterway which crosses the centerline at Sta. 1350 and ends in a hole left of Sta. 1351, has a deeper channel on the profile than the other two channels. This leads one to suspect this area might be spring fed. Please have this possibility investigated.

ROSEBURG REGION
RECEIVED
SEP 13 1974

FE:we
Attachment
cc: Fred Eriksen

9-17-74

cc: Elliott Parker
Les Blickenstaff } How can we best accomplish? Please give some thought to this problem & let me know - Time is short!

9

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
ROSEBURG, OREGON 97470

DATE JANUARY 23, 1975

TO J. X. WILSON
REGIONAL CONSTRUCTION ENGINEER

FROM ELLIOTT PARKER
REGIONAL GEOLOGIST Elliott Parker

SUBJECT Probe Survey; Elk River-Port Orford Section
Oregon Coast Highway, Curry County

Herewith are copies of correspondence relative to the request for additional data and the graphic representation of the information obtained by probing the problem area.

The zone from 00 elevation to the first depth figure shown at each hole site was penetrated by the weight of the probe steel and hammer only. The probing equipment was designed so that direct correlation can be drawn between the probe data and information obtained from a convential pile test.

cc. Frank E. Terpin ✓
File

REFERRED TO
Beard
Cole
[✓ Erikson] ZZ
Hager
Read
Sample
Watson
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 2 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return to
Bring Up ✓
Other

This project is situated in a scenic area along the Oregon Coast. It is highly likely that existing use of quarries in th e area could have a significantly damaging visual impact. Streams in the area have large anadromous fish runs and therefore the use of any borrow-run aggregates should rightly come under close scrutiny of the Game Commission and other interested parties.

For the above reasons, I consider the potential impact of borrow on this project to be significant. In order to adequately address the significant impact it will be necessary to plan or set up a mandatory materials source and waste disposal site on this project unless an adequate specification covering all eventualities can be developed.

In any event, the project plans now have significant conflicts with the draft EIS which is being circulated. Therefore, I could not at this time approve the plans until either the plans or the EIS are changed to complement each other.

[illegible] 1-27-75 9

cc: OSHD (Design Section,
OSHD (Envir Section)
Region

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Environmental Review	DIVISION Oregon
DATE OF INSPECTION 1-29-75	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. F-95(-)

IN COMPANY WITH
Dwight Smith, Environmentalist, OSHD

REMARKS

COPY SENT
FEB 10 1975
REGIONAL OFFICE

ELK RIVER - PORT ORFORD SECTION
OREGON COAST HIGHWAY
New Alignment

1. Scope of Inspection

The draft EIS for the subject project was approved November 19, 1974. Preliminary plans were completed January 24, 1975. The draft EIS states that structures will be used to preserve the vitality of the estuary in the vicinity of the project. It also states that the final environmental impact statement will include a discussion of materials sources and explains the reasons for selecting the site to be used. This latter statement indicates that a planned or "mandatory" site will be used.

The preliminary plans indicate the estuary will be crossed with a fill and culvert section in lieu of the structure and that the proposed or designated materials site will be set up in the contract allowing the contractor's option to use any other source he may wish.

A brief field review was made to determine the potential significance of the above two matters.

2. Findings and Recommendations

The estuary in the vicinity of the project does not appear to really be an estuary. It appears to be a swamp which will cross the new alignment in two locations. It was noted that a local road crosses the estuary downstream from this project with a fill and rather small culvert. Therefore, it appears questionable that the extra expense of the structure is warranted at this location; however, final decision on this matter should be based on the State Bridge Section's cost estimate of structural vs. fill combined with the environmentalists' detailed analysis of the potential environmental impacts to the estuary or swamp.

The environmental statement discusses four possible materials sources. The preliminary plans indicate one source adjacent to Elk River will be designated leaving the contractors the option of proposing additional sources if he so wishes. In addition to the borrow there will be approximately 15,000 CY of muck to be wasted if the fill section across the estuary/swamp is used.

(more)

8325

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1975

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

A review of the estimates for structure versus embankment at Garrison Slough on the subject project has been made.

It appears that the construction of a structure is approximately $68,000 more than removing the peat material, providing granular backfill and constructing the embankment.

It is recommended that the structure be built since it will disturb the ecology of the area significantly less than construction of the fill.

FET:we
cc: E. S. Hunter
Gary A. Potter
W. J. Hart
L. W. Rulien
Alfred Shirley
C. G. Swenson
Fred Eriksen

RECEIVED
FEB 18 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I have heard said—
This year! or
Maybe next year
others say anywhere
from 5 - to 20 years

PLEASE TELL
ME THE FACTS.

RECEIVED
STATE HWY ENGR
MAR 27 '74
REFER TO
FOR
Info | W/D | D/R | Sign | Act | File

Port Orford, Ore.

RECEIVED
MAR 29 1974
LOCATION
SECTION

Dept of Engineers

Sirs: Would you please let me know definitely when the road at Port Orford is to be allocated and when the work is to start. I have put up my place for sale and the objection is the many logging and chip trucks that go by.

If we could tell the prospective buyer some thing concrete, it would help. Please let me know.

Sincerely
Lilly E. Messerli
Port Orford, Ore. Box 515 - 97465

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1974

228-K

Ms. Lilly E. Messerli
Box 515
Port Orford OR 97465

NOTED
E. S. HUNTER

Dear Ms. Messerli:

You request definite dates for the start of work on the section of highway at Port Orford which is known as the Elk River-Port Orford Section of the Oregon Coast Highway.

This project is in the final design stages with one parcel of right of way remaining to be acquired. The best information available is that provided the energy shortage doesn't too drastically reduce road construction funds, the actual construction of this section could be started in the first half of 1975. If this construction date remains firm, it could be anticipated that the relocated highway could be opened to traffic in the fall of 1977.

I realize that this is not as definite a commitment as you desire, but with road user revenues dropping it must be recognized that absolutely firm commitments are not reasonable.

I hope this information will be of some value to you.

RECEIVED
STATE HWY ENGR
APR 9 '74
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Very truly yours,

NOTED
MARIE STEPHENS

Victor D. Wolfe
Location Engineer

RECEIVED
APR 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

VDW:mc

bc E. S. Hunter

in doing is speeding up the already too-fast drivers.

PLEASE HELP US!

Many other roads near Portland are being widened and widend but we can't even get a small short road here where it is really needed!

We had two very serious accidents here in front of my place in the last year, but still nothing is being done by you. What does it take to awaken you to our need?

A disgruntled taxpayer

Mrs. Lilly Messerli
Port Orford
P.O.Box 515.

TE HWY ENGR
JAN 6 '75
REFER TO
FOR
I/O
Invest
R/D
D/R
Sign
Act
File

Port Orford Ore
1/4/75

Sirs: Again the by pass road here seems to be bogged down with excuses and innuendoes. Last summer the paper said the contract was to let on Sept 9th. This date has long elapsed, now they want reasons for putting in the other road.

If you lived on this stretch of road you would soon know why. The exits onto the highway from the various small roads are extremely dangerous. I live at the foot of Silver Butte and by the time Im on the road, someone is already on my neck. Last year someone hit me in the rear and almost killed my passenger and myself. ~~They~~ The highway dept took out a curve right above me to give a better view of oncoming traffic. The only thing they succeeded

January 17, 1975

Mrs. Lilly Messerli
Post Office Box 515
Port Orford, OR 97465

Dear Mrs. Messerli:

This is in response to your recent letter requesting information as to the programming for construction of the Elk River-Port Orford Section of US101.

At the present time this project is on the construction schedule for advertising in June 1975. It is hoped that this schedule will remain firm; however, it must be understood that with the spiraling cost of construction and decrease in revenues, the matter of funding will be important at the time this project comes up for construction.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
Victor D. Wolfe
Alfred Shirley

VDW:mc srb

P.S. In the last 4 minutes six big chip trucks went by and it's only 7 A.M! It's more like an earthquake zone than a highway. The road is simply not built for big trucks — two more just went by while I'm writing. Put this in your pipe and smoke it and then forget about the dabbling ducks!!!

And worry about us mortals for a change! After all we pay the taxes.

Messerli,
Lilly

isn't done soon, some of us will be in the "booby hatch".

When I bought this place 5 years ago, I was assured the new by pass would be a reality in a year. Right now it seems farther away than ever.

PLEASE LISTEN
TO US!

RECEIVED
STATE HWY ENGR.
JAN 16 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Sincerely
Lilly Messerli
Port Orford
Ore 97465
Box 515

P.S. After reading about the dabbling ducks you are so worried about, let me assure you, they will survive, so will all the other wild life. I'm not so sure about us!

Port Orford
Ore

Sirs: Have just received the pamphlet describing the pros + cons of the relocating of the Port Orford highway. My place (according to them) is located in the heaviest noise impact. Why don't you come and spend a day with me and feel the ground shake beneath you? It isn't funny. They mention the unsightly parts that will be exposed by the new highway and the many birds and animals that will disappear. How ridiculous! You would rather keep up this horrible pitted road past my place and risk peoples lives (and believe me its dangerous to ventures out) rather than putting in the bypass road. Believe me, if something

NOTED
F. E. KLABOE

Sirs: Your letter doesn't tell us a thing. You left so much to the cost of materials etc etc that everyone was pretty sick about it all.

One would think that the trucks would at least give us respite in the night, or on weekends, but such is not the case! Endlessly they go by, day after day, night after night, Saturdays and Sunday these huge behemoths go screaming and rumbling by, shaking and frightening us to death. The man who works at the Texaco service station here, says he has been hit in the head by good sized rocks hurled by the trucks as they go by.

DO SOMETHING SOON!

Lilly Mesculi
Port Orford
Ore

WE ARE GOING NUTS!

83-5

March 5, 1975

Mrs. Lilly Messerli
Post Office Box 515
Port Orford, Oregon 97465

Dear Mrs. Messerli:

228-K
850-K

I wish that we could always respond definitely and positively to requests for information on when a particular highway improvement project will be done. However, we cannot for several reasons.

The amount of monies available at any one time for a given project depends on what inflation does to the cost of each project as we contract it, regulations of the Federal Highway Administration, and legislative acts of the Congress. Also, the speed with which we can bring a given project to contract depends on how successful we are in processing through many agencies the required environmental statement and meeting numerous other legal requirements. So, we have to talk in approximate terms.

I have personally reviewed the status of our proposed project from Elk River to Port Orford. This project has not as yet cleared the necessary environmental hurdles. The best estimate obtainable is that these should be cleared by about the first of July; in which case we may be able to let this contract early in 1976.

I appreciate your interest and hope the above satisfactorily answers your questions.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
V. D. Wolfe
Alfred Shirley

LWR:ljt ESH:js srb

JMC:jk
ROUGH DRAFT

9

Port Orford City Council
City Hall
Port Orford, OR 97465

Gentlemen:

There is in effect an Agreement between the City of Port Orford and the State of Oregon dated August 26, 1974, which covers the construction of the Elk River-Port Orford Section of the Oregon Coast Highway, State Primary Highway No. 9.

By request of the City, an addition to the above Agreement under THINGS TO BE DONE BY THE STATE is proposed as follows:

> State shall, at City's expense, install a 15-inch diameter corrigated metal pipe at Station 1340+00 as shown on attached sketch, marked Exhibit "A", and by this reference made a part hereof. The pipe is to serve as a conduit for a future water main crossing installation and will be installed at an elevation to be supplied by the City. The City will be billed for the cost of the pipe installation at contract unit bid prices.

If this proposal is acceptable to the City Council, please adopt a resolution authorizing the Mayor and Recorder to enter into and sign this letter. Forward three signed copies of the letter to Mr. Donald N. Harwell, County-City Engineer, 206 State Highway Building, Salem, OR 97310 and a provision to this effect will be included as an amendment to the City-State Agreement.

Yours truly,

Donald N. Harwell
County-City Engineer

By

Gary E. Zehner
Cities Engineer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAR 1 9 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other
File

Copy retained for Job File 3/19/75
F. Ericksen

ELK RIVER–PORT ORFORD SECTION OREGON COAST HIGHWAY CURRY COUNTY				Sheet No.
				7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

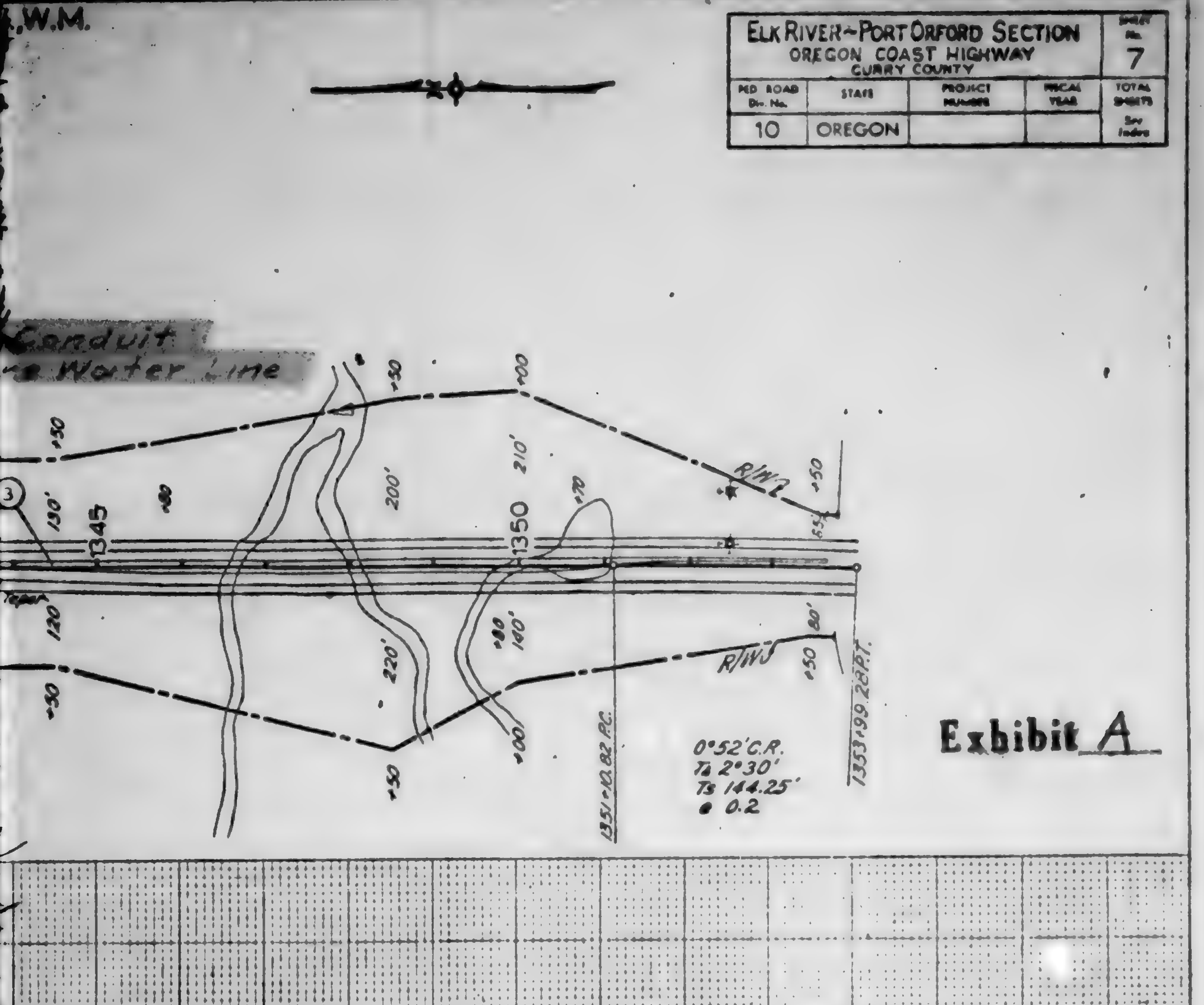
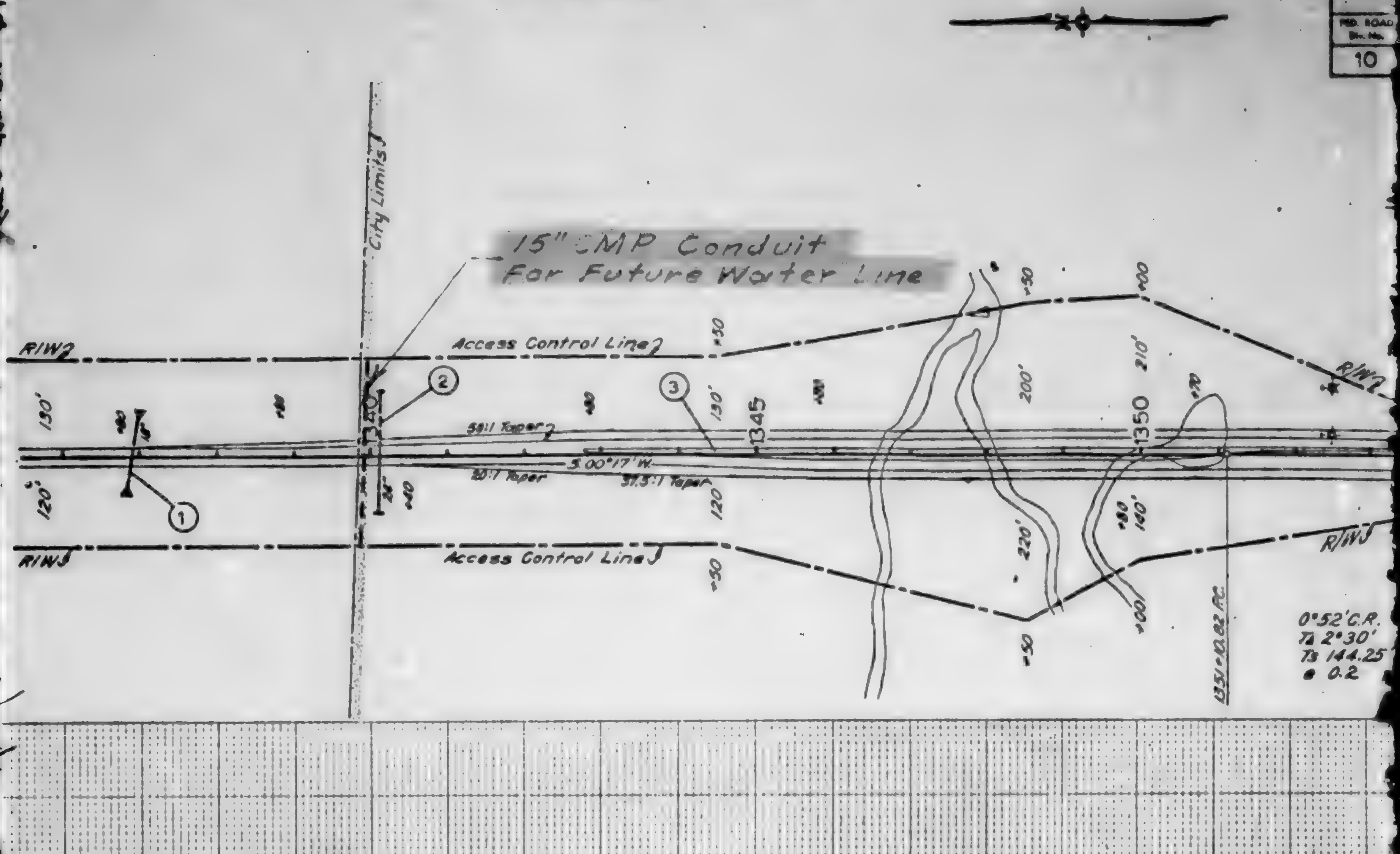

.W.M.
Conduit
re Water Line
+50
+00
+50
130'
120'
+80
1345
200'
210'
1350
+70
R/W
+50
55'
Taper
220'
+80
180'
R/W
+50
80'
+50
+00
1351+10.82 P.C.
1353+99.28 P.T.
0°52' C.R.
Ts 2°30'
Ts 144.25'
e 0.2
Profile Grade 12' Rt. & Lt.
-0.200
13"
Subgrade
Ground Line
50
40
30
20
10
1345
1350
1355

Exhibit A

Sec. 32, T. 32 S., R. 15 W., W.M.
PORT ORFORD

ELK R
O
FED. ROAD
Sht. No.
10

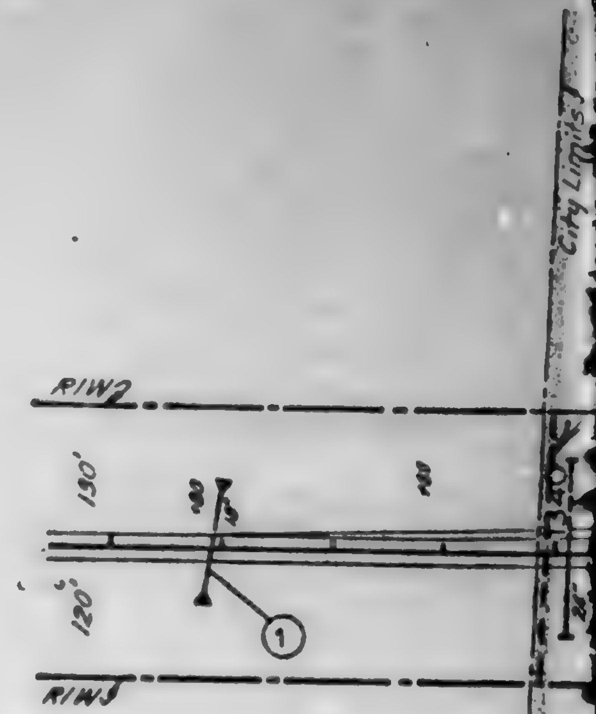

City Limits
15" CMP Conduit
For Future Water Line
R/W
Access Control Line
Access Control Line
R/W
②
③
①
130'
120'
1340
1345
1350
50:1 Taper
30:1 Taper
37.5:1 Taper
S. 00°17' W.
+50
130'
120
+50
200'
220'
210'
+00
+50
+70
+80
140'
+00
R/W
R/W
1351+10.82 P.C.
0°52' C.R.
Δ 2°30'
T 144.25
e 0.2
13'
Profile Grade 12' Rt. or Lt.
-0.200
Subgrade
Ground Line
1340
1345
1350

FINAL SURVEY

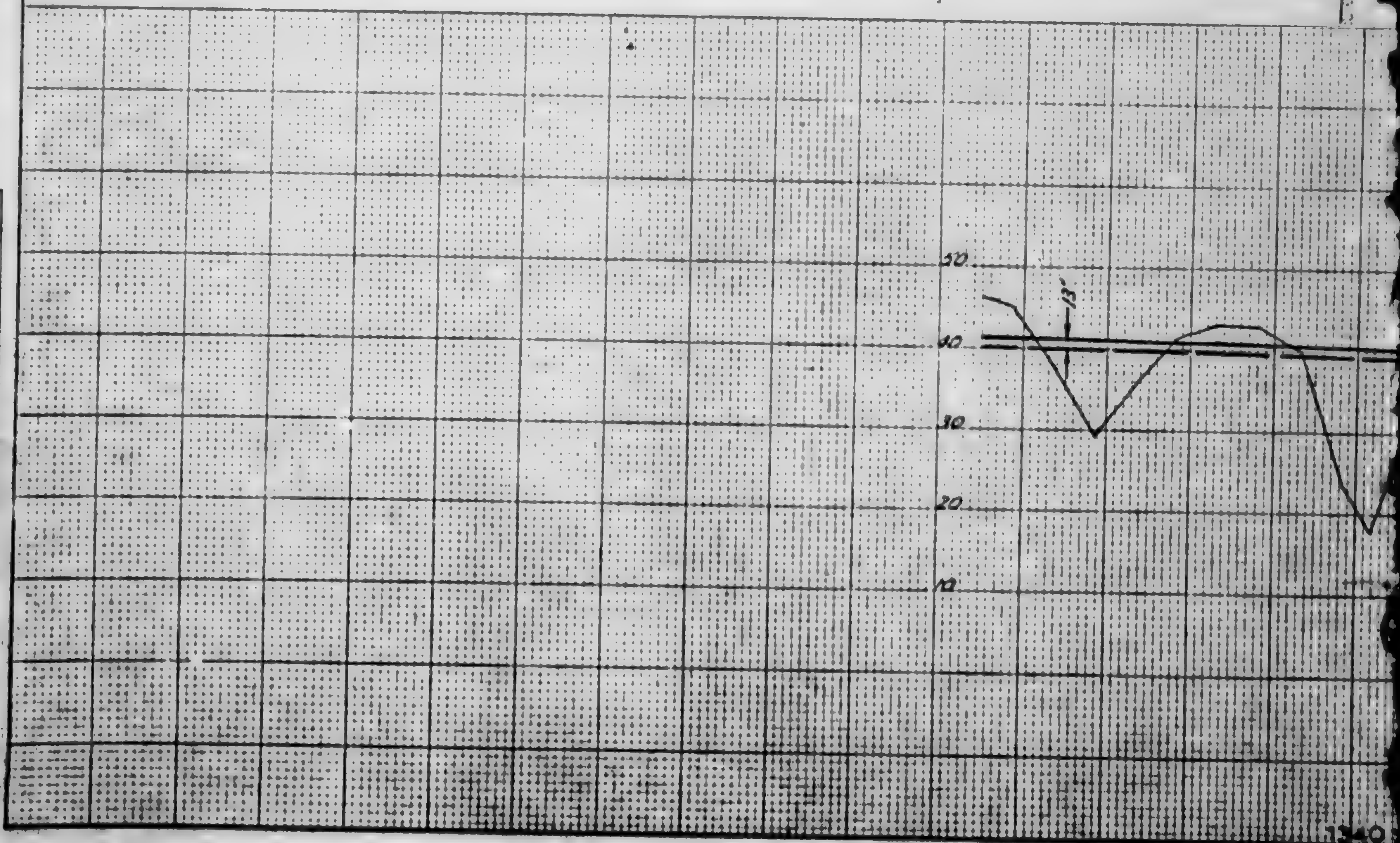
① Sta. 1336+98
Inst. 18" Culv. Pipe-110'
Tr. Exc. 32 C.Y.

② Sta. 1340+14
Inst. 24" Culv. Pipe-160'
Tr. Exc. 70 C.Y.

③ Painted Traffic Markers (By Others)


City Limits
R/W 2
130'
120'
①
24"
R/W 3

ORIGINAL SURVEY



Mr. Vern Sonderman
City of Port Orford
March 26, 1975
Page 2

If this proposal is acceptable to the City of Port Orford please have the appropriate City officials sign and return two copies to this office at the earliest possible date so that the conduit installation may be included in the construction plans for this project.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

APPROVED:

CITY OF PORT ORFORD

By Leon White
mayor

By Vernon Sonderman
Supt. of Public Works

JMC:jk
Enc.

8325 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 26, 1975

Mr. Vern Sonderman
Director of Public Works
City of Port Orford
City Hall
Port Orford, OR 97465

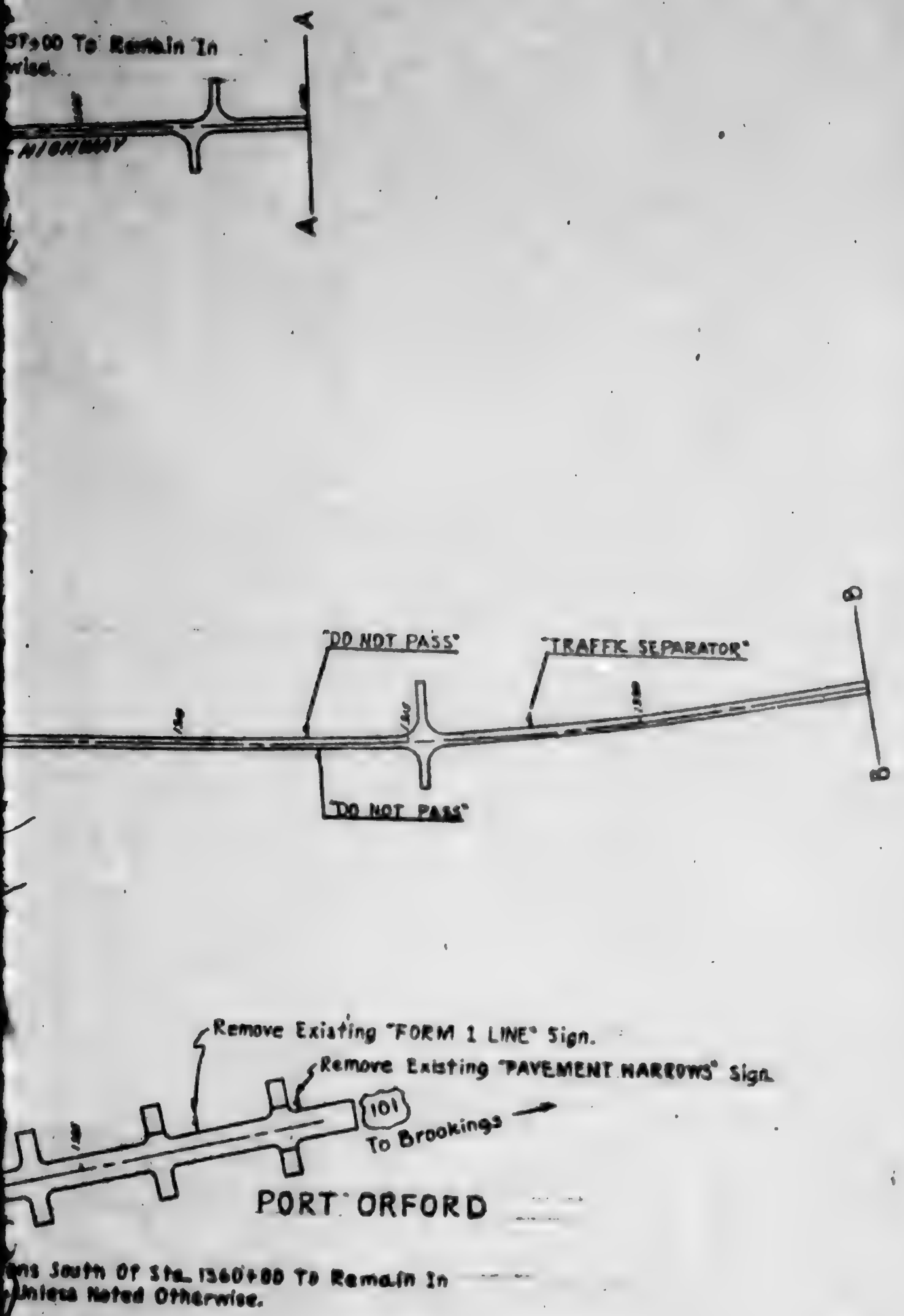
Installation of Water Line
Conduit
Elk River-Port Orford Sec.
Oregon Coast Highway
Curry County

Dear Sir:

Reference is made to a letter from H.G.E. Inc./Engineers and Planners, dated February 26, 1975 which requested the installation of five 18-inch diameter steel conduits for future water line crossings and one 8-inch sewer stub-out. Gary Kennen, Regional Utility Engineer, 1523 S.E. Cobb St., Roseburg, OR 97470, Telephone 672-6541, has advised me that you have now reduced your requirements to one 15-inch corrigated metal pipe conduit to be installed at approximate Station 1340+00. In response to your latest request the following proposal is made:

> State shall, at City's expense, install a 15-inch diameter corrigated metal pipe at Station 1340+00 as shown on attached sketch, marked Exhibit "A", and by this reference made a part hereof. The pipe is to serve as a conduit for a future water main crossing installation and will be installed at an elevation to be supplied by the City. The City will be billed for the cost of the pipe installation at contract unit bid prices.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION


37+00 To Remain In
wise.
HIGHWAY
A
A
"DO NOT PASS"
"TRAFFIC SEPARATOR"
"DO NOT PASS"
B
B
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT NARROWS" Sign.
101
To Brookings
PORT ORFORD
ns South Of Sta. 1360+00 To Remain In
Unless Noted Otherwise.

John Madding
[illegible]

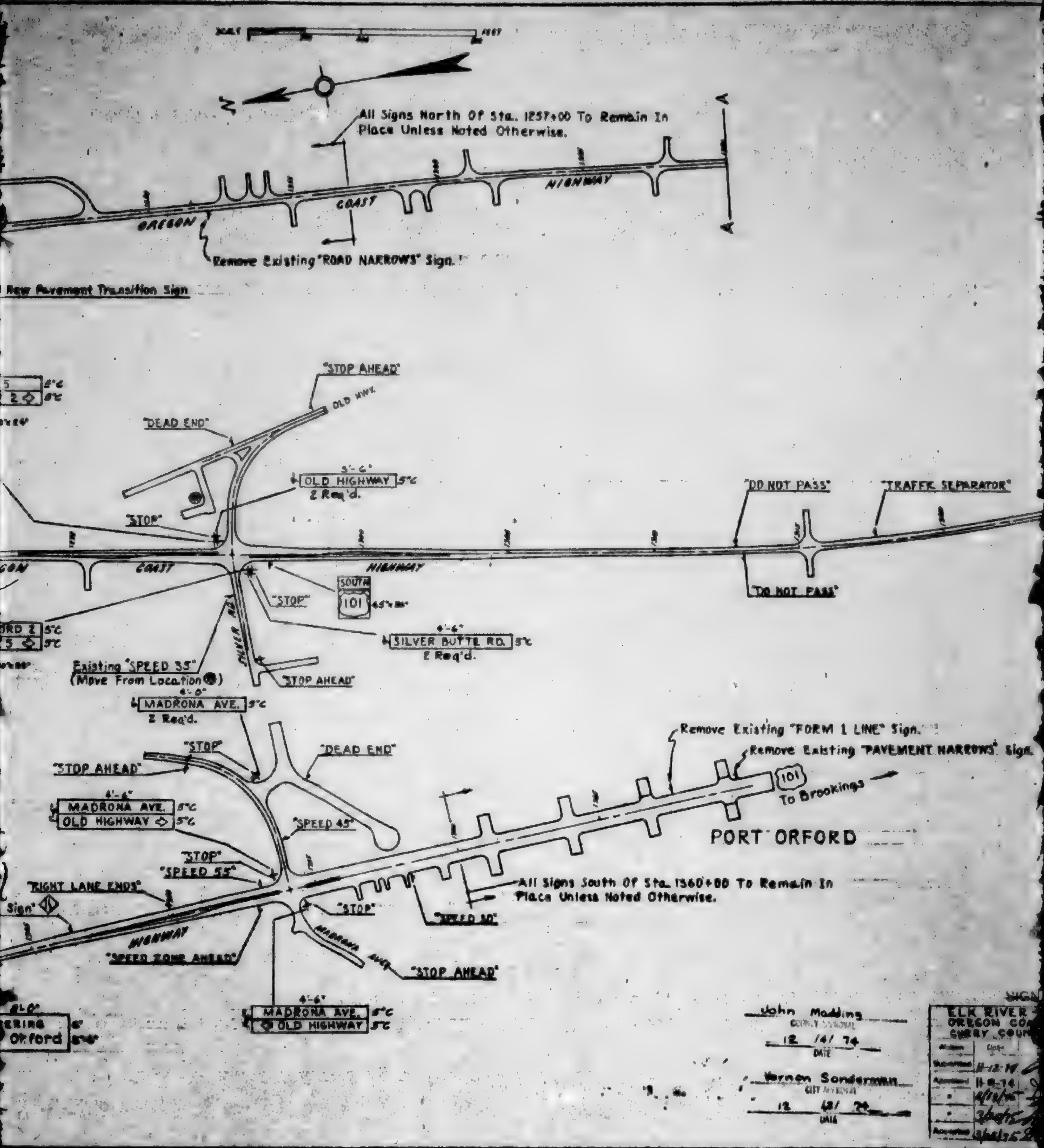
12 /4/ 74
DATE

Vernon Sonderman
[illegible]

12 /2/ 74
DATE

SIGNING PROJECT
ELK RIVER - PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

			Mile Post
Action	Date		Title
Supervised	11-12-74		Traffic Control Engr.
Approved	11-?-74		Sign Engineer
"	3/10/75		Traffic Engineer
"	3/?/75		Asst. Hwy. Engr.
Accepted	3/26/75	B K	USBPR

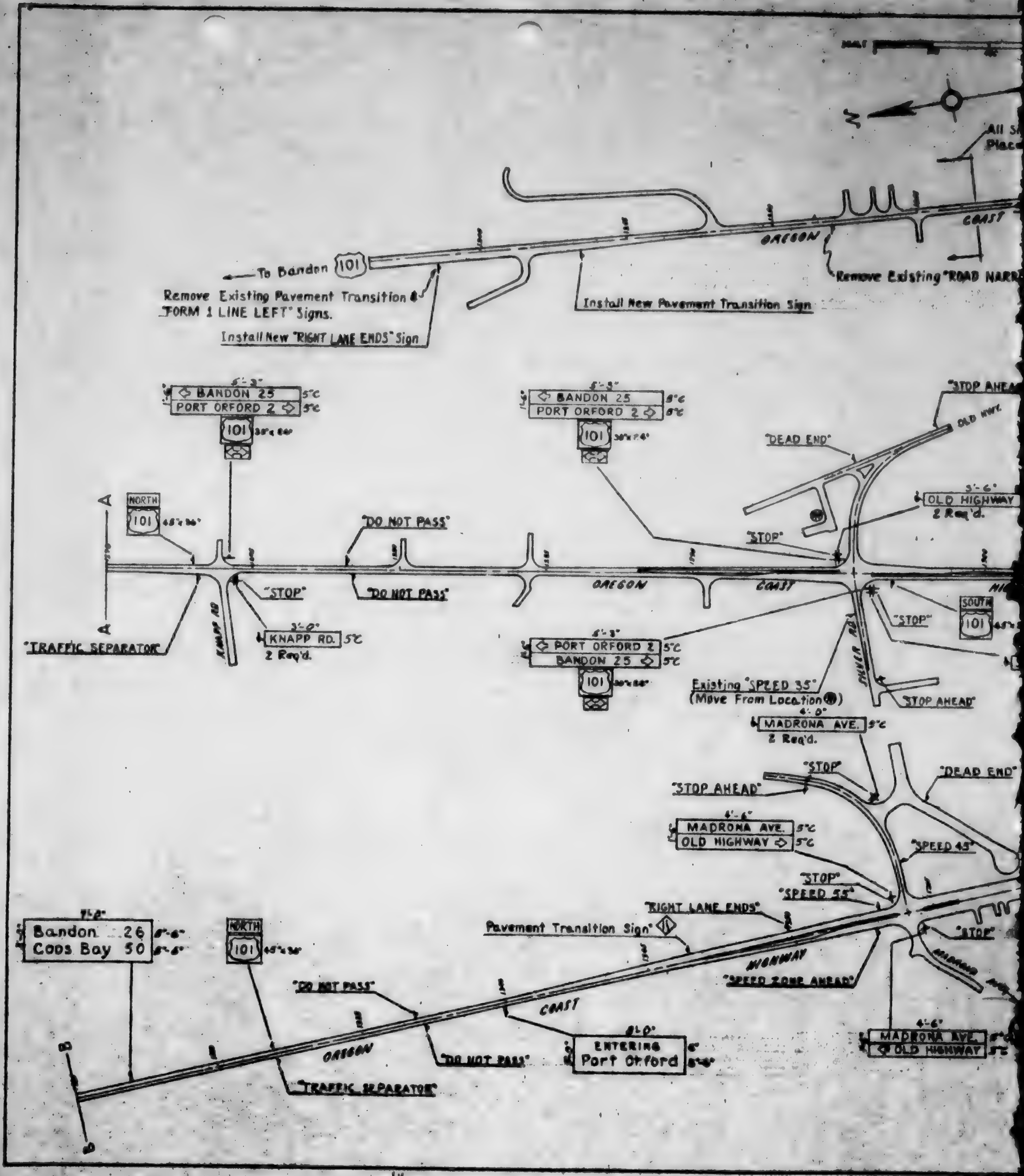

SCALE
FEET
N
A
A
All Signs North Of Sta. 1257+00 To Remain In Place Unless Noted Otherwise.
OREGON
COAST
HIGHWAY
Remove Existing "ROAD NARROWS" Sign.
New Pavement Transition Sign
"STOP AHEAD"
OLD HWY.
"DEAD END"
3'-6"
OLD HIGHWAY 5"C
2 Req'd.
"STOP"
"DO NOT PASS"
"TRAFFIC SEPARATOR"
"DO NOT PASS"
COAST
HIGHWAY
SOUTH
101
"STOP"
4'-6"
SILVER BUTTE RD. 5"C
2 Req'd.
Existing "SPEED 35"
(Move From Location)
"STOP AHEAD"
4'-0"
MADRONA AVE. 5"C
2 Req'd.
"STOP"
"STOP AHEAD"
"DEAD END"
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY ⇨ 5"C
"SPEED 45"
"STOP"
"SPEED 55"
"RIGHT LANE ENDS"
Sign
HIGHWAY
"SPEED ZONE AHEAD"
"STOP"
MADRONA AVE.
"STOP AHEAD"
"SPEED 30"
All Signs South Of Sta. 1360+00 To Remain In Place Unless Noted Otherwise.
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT NARROWS" Sign.
101
To Brookings
PORT ORFORD
4'-6"
MADRONA AVE. 5"C
⇦ OLD HIGHWAY 5"C
8'-0"
ERING
Orford
ORD 2 5"C
5 ⇨ 5"C
5 8"C
2 ⇨ 8"C

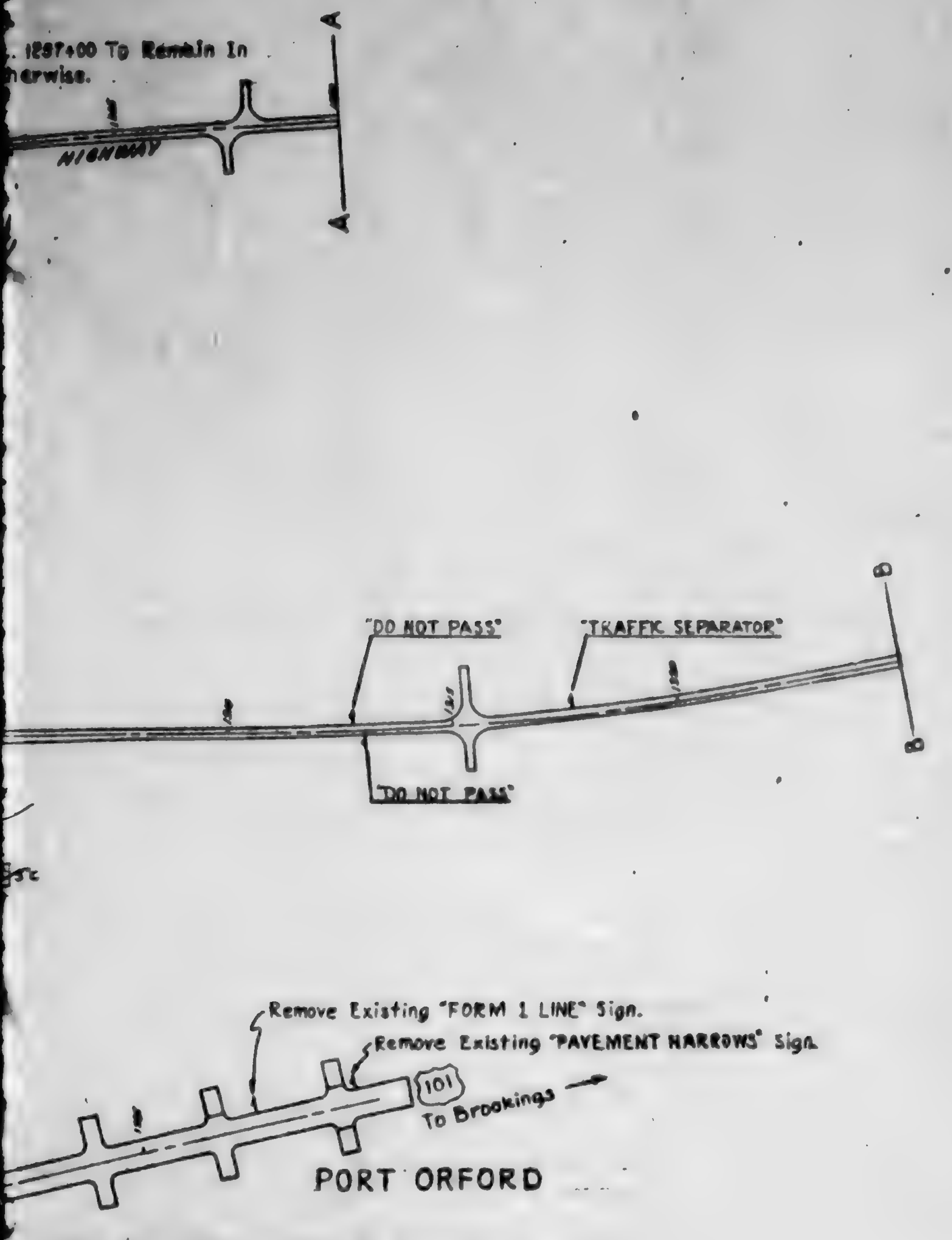
John Madding
COUNTY APPROVAL
12 /4/ 74
DATE

Vernon Sondermann
CITY APPROVAL
12 /3/ 74
DATE

ELK RIVER
OREGON CO
CURRY COUN

Action	Date
Submitted	11-12-74
Approved	11-18-74
"	4/10/75
"	3/25/75
Accepted	3/25/75


To Bandon
101
Remove Existing Pavement Transition & "FORM 1 LINE LEFT" Signs.
Install New "RIGHT LANE ENDS" Sign
Install New Pavement Transition Sign
OREGON
COAST
Remove Existing "ROAD NARR
All S
Plac
N
5'-3"
◇ BANDON 25
PORT ORFORD 2 ◇
5"C
101
"STOP AHEA
OLD HWY.
"DEAD END"
3'-6"
OLD HIGHWAY
2 Req'd.
"STOP"
A
NORTH
101
"DO NOT PASS"
"STOP"
"DO NOT PASS"
OREGON
COAST
HI
SOUTH
101
"STOP"
"TRAFFIC SEPARATOR"
KNAPP RD
3'-0"
KNAPP RD.
5"C
2 Req'd.
◇ PORT ORFORD 2
BANDON 25 ◇
Existing "SPEED 35"
(Move From Location ⓐ)
"STOP AHEAD"
4'-0"
MADRONA AVE.
2 Req'd.
"STOP"
"STOP AHEAD"
"DEAD END"
4'-6"
MADRONA AVE.
OLD HIGHWAY ◇
"SPEED 45"
"STOP"
"SPEED 55"
"RIGHT LANE ENDS"
Pavement Transition Sign"
"STOP"
HIGHWAY
"SPEED ZONE AHEAD"
MADRONA
7'-0"
Bandon 26
Coos Bay 50
NORTH
101
"DO NOT PASS"
COAST
8'-0"
ENTERING
Port Orford
OREGON
"DO NOT PASS"
"TRAFFIC SEPARATOR"
B
MADRONA AVE.
◇ OLD HIGHWAY


A
A
HIGHWAY
"DO NOT PASS"
"TRAFFIC SEPARATOR"
"DO NOT PASS"
B
B
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT NARROWS" Sign.
101
To Brookings
PORT ORFORD

. 1287+00 To Remain In
herwise.

*All Signs South Of Sta. 1360+00 To Remain In Place Unless Noted Otherwise.

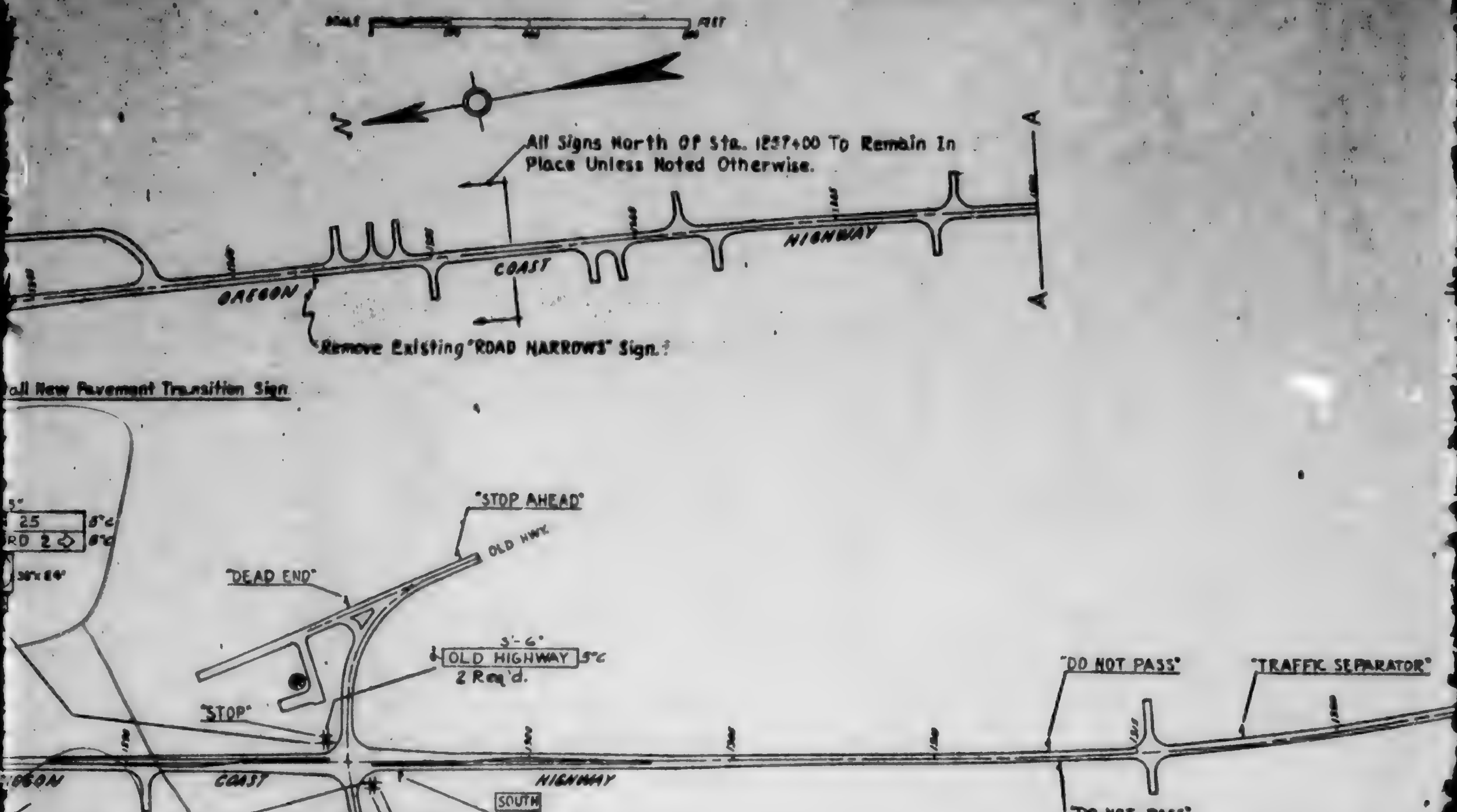
John Madding
COUNTY OFFICIAL
12 /4/ 74
DATE

Vernon Sonderman
CITY OFFICIAL
12 /8/ 74
DATE

SIGNING PROJECT

ELK RIVER - PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

Action	Date		Title
Submitted	11-12-74		Traffic Control Engr.
Approved	11-18-74		Sign Engineer
"	8/19/75		Traffic Engineer
"	3/20/75		Fed. Hwy. Engr.
Accepted	3/26/75		U.S.B.P.R.



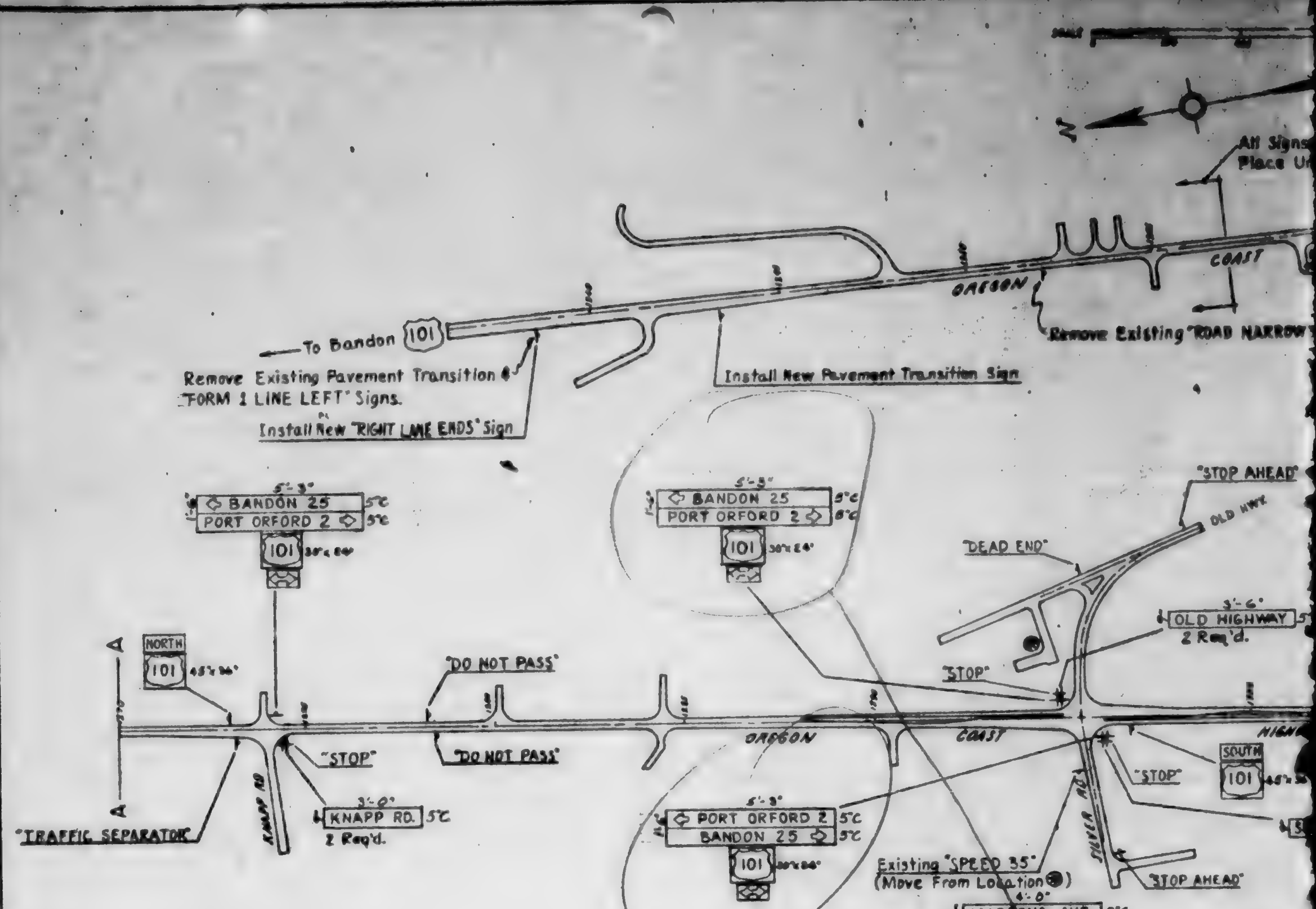
SCALE
FEET
N
A
A
All Signs North Of Sta. 1257+00 To Remain In Place Unless Noted Otherwise.
OREGON
COAST
HIGHWAY
Remove Existing "ROAD NARROWS" Sign.
all New Pavement Transition Sign
25 5"C
RD 2 5"C
30"x 24"
"STOP AHEAD"
OLD HWY.
"DEAD END"
3'-6"
OLD HIGHWAY 5"C
2 Req'd.
"STOP"
"DO NOT PASS"
"TRAFFIC SEPARATOR"
OREGON
COAST
HIGHWAY
SOUTH
101
"STOP"
"DO NOT PASS"
ORFORD 2 5"C
25 5"C
4'-6"
SILVER BUTTE RD. 5"C
2 Req'd.
SILVER RD.
Existing "SPEED 35"
(Move From Location ●)
"STOP AHEAD"
4'-0"
MADRONA AVE. 5"C
2 Req'd.
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT NARROWS" Sign
"STOP"
"DEAD END"
"STOP AHEAD"
101
To Brookings
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY 5"C
"SPEED 45"
PORT ORFORD
"STOP"
"SPEED 55"
"RIGHT LANE ENDS"
All Signs South Of Sta. 1360+00 To Remain In Place Unless Noted Otherwise.
on Sign"
"STOP"
"SPEED 50"
HIGHWAY
MADRONA AVE.
"SPEED ZONE AHEAD"
"STOP AHEAD"
8'-0"
ENTERING
Port Orford
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY 5"C

John Madding
COUNTY APPROVAL
12 /4/ 74
DATE

Vernon Sonderman
CITY APPROVAL
12 /18/ 74
DATE

SIG
ELK RIVER
OREGON C
CURRY CO

Action	Date
Submitted	11-12-74
Approved	11-8-74
"	1/10/75
"	3/6/75
Accepted	3/5/75



SCALE
N
All Signs
Place Un
To Bandon 101
OREGON
COAST
Remove Existing "ROAD NARROW"
Remove Existing Pavement Transition & "FORM 1 LINE LEFT" Signs.
Install New "RIGHT LANE ENDS" Sign
Install New Pavement Transition Sign
5'-3"
◇ BANDON 25 5"C
PORT ORFORD 2 ◇ 5"C
101 30"x24"
5'-3"
◇ BANDON 25 5"C
PORT ORFORD 2 ◇ 5"C
101 30"x24"
"STOP AHEAD"
OLD HWY.
"DEAD END"
3'-6"
OLD HIGHWAY
2 Req'd.
"STOP"
A
A
NORTH 101 45"x36"
"DO NOT PASS"
"DO NOT PASS"
"STOP"
KNAPP RD.
3'-0"
KNAPP RD. 5"C
2 Req'd.
"TRAFFIC SEPARATOR"
OREGON
COAST
HIGHWAY
SOUTH 101 45"x36"
"STOP"
5'-3"
◇ PORT ORFORD 2 5"C
BANDON 25 ◇ 5"C
101 30"x24"
SILVER RD.
Existing "SPEED 35" (Move From Location ●)
"STOP AHEAD"
4'-0"
MADRONA AVE. 5"C
2 Req'd.
"STOP"
"DEAD END"
"STOP AHEAD"
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY ◇ 5"C
"SPEED 45"
"STOP"
"SPEED 55"
"RIGHT LANE ENDS"
Pavement Transition Sign"
"STOP"
MADRONA AVE.
HIGHWAY
"SPEED ZONE AHEAD"
9'-0"
Bandon 26 8"-6"
Coos Bay 50 8"-6"
NORTH 101 45"x36"
"DO NOT PASS"
COAST
"DO NOT PASS"
OREGON
"TRAFFIC SEPARATOR"
8'-0"
ENTERING 6"
Port Orford 8"-6"
4'-6"
MADRONA AVE. 5"C
◇ OLD HIGHWAY 5"C
B
B

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE March 27, 1975

TO J.H. Versteeg
Road Design Engineer

L E George

FROM L.E. George
Traffic Engineer

SUBJECT Approved Preliminary Sign Plans
Elk River-Port Orford Section
Oregon Coast Highway
Curry County

Attached are approved preliminary sign plans on the above named section.

See note on first print. Suggest these circled signs are needed at this intersection the same as the other connections.

ELS:tb

Attachment

1 Versteeg ✓
2 A... DWJ
3 T... ✓
Trout

RECEIVED
MAR 31 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive & Keep
Current File
Return To
Other

REFERRED TO
2 Beard WGB ____ Reed ____
____ Cole ____ 1 Sample 2228
____ Eriksen ____ ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 plan kept by Beard

City of Port Orford, Oregon
97465

March 6, 1975

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We are very pleased that the highway north to Elk River will be relocated. This will be a great improvement in the safety, transportation, as well as appearance of entry into Port Orford from the north.

We understand that you are already moving toward letting of bids and subsequent construction. The City Council passed a motion asking that we write to you urging the project be started as soon as is possible. Especially, in view of the Federal Funds released recently by President Ford.

We need this new highway stretch, and it will be a most valuable link in Highway 101 as a whole along this entire South coastal area.

Sincerely,

Leon White

Leon White
Mayor

RECEIVED
MAR 10 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

852-5

April 1, 1975

898 K

The Honorable Leon White
Mayor of Port Orford
City Hall
Port Orford, Oregon 97465

Dear Mayor White:

Thank you for your letter of March 6 relative to the construction project on the Elk River-Port Orford Section of the Oregon Coast Highway. We appreciate your support and also that of the City Council and are pleased to advise that the project is scheduled for contract during the third quarter of 1975.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
Alfred Shirley, Jr. (w/atts.)

GNH:scr srb

8325

City of Port Orford, Oregon
97465

Attn.
Tom Iwen

May 15, 1975

State Highway Dept.
Les Blickenstaff
P. O. Box 606
Coquille, Oregon 97423

Dear Sir:

The City of Port Orford is requesting that the conduit for a water line be left where it was originally shown on the map.

Sincerely,

Leon White
Leon White, Mayor
LW/lw

Elk River - Port Orford Sec.
L.B.

RECEIVED
MAY 16 1975
L. V. BLICKENSTAFF
RES. ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 20 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

REFERRED TO

Beard	Reed
Cole	Sample
[✓ Eriksen]	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

For 16-inch concrete piles, driven to 70 tons bearing, the expected driven pile tip elevations are as follows:

Sta.	1345+60 to 1346+50	Tip Elev. -15
	1346+50 to 1346+85	-25
	1346+85 to 1347+50	-30
	1347+50 to 1350+60	-35

Steel H pile tips on the above piling are expected to penetrate the broken shale to their full length below the elevations shown above. Pile lengths required may be computed to the pile cutoff elevation for the final structure design with an additional 2 feet allowance for variation in shale penetration.

Steel H piles, if used, will penetrate uniformly to approximate Elevation -40 throughout the structure length with HP 10x42 piles driven to 50 tons resistance each. An additional 3 feet of length will be required for HP 12x53 piles driven to 70 tons resistance each. Pile tip reinforcement on these piles is not considered necessary.

Fills

Fills at the structure ends will probably be constructed of sand and on the northerly end project out into the lake area. With proper removal of the peat layer before this fill is placed, settlement of the fill should be minimal. Penetration of the fill by end bent piling to dense underlying material should be accomplished without a requirement for drilling or jetting.

JLD/dh/ag

cc R. W. Ellison
L. L. Wallace
A. C. Harwood
C. G. Swenson

Pile bearing may be limited by column action of the pile. W.J.H.

REFERRED TO
Beard
Road
Cole
Sample
[✓ Erikson] J.E.
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
1 Terpin T
Scott
2 Swenson C.M.
R. Olson
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Seven test holes drilled across the structure site indicate a reasonably level bed of fractured slate underlying the structure area, the upper surface varying between Elevation -27 to -31, with variable deposits of decomposed slate and serpentine at the surface of the slate. Although some soft and decomposed areas lie at its surface, the slate is generally hard and will resist penetration by any type of piling to the upper 3 to 4 feet.

Sand covers the slate to the ground surface, being 25 to 35 feet in depth at the lake's shoreline and tapering downward to nothing near the middle of the lake, exposing the slate to its peat cover 40 feet in depth in this area. The sand on the south shore is dense and layered with small gravel strata, while on the north shore the sand ranges from very loose to only medium density.

Foundation Recommendation

Because of the depth of suitable foundation material, spread footings are not appropriate for this structure and piling will be required for the support of all structure bents. Either prestressed concrete piles or steel H piles may be used, and since several structure types are being considered as alternates, the pile types used may depend on the alternate selected. If steel H piles are used, concrete encasement of the exposed portion of the pile to a point below the peat line is recommended for protection of the steel from the marine atmosphere.

Prestressed concrete piles appear to be most suitable for this location, and since the piles will generally be unsupported between the pile tip's contact with the slate layer and the bottom of the pile cap or substructure, 16-inch piles are recommended for stiffness, with outer piles battered for stability. Piles will receive some stability in the denser sands at the south end of the structure, and may be driven to bearing before reaching the slate layers. However, from approximate station 1347 northward to the northerly structure end bent, little lateral pile support will be available from the sand layers, with the end bent piles again being stable in the proposed roadway fill. To key the concrete piles into the slate layer and prevent possible sliding, steel H pile tips attached to the concrete piles are recommended for all piling driven between stations 1347 and 1350.

Refusal to driving should be obtained after penetration of the pile tips into the slate, and 16-inch concrete piles may be designed to support 70 tons bearing each. Depending on the final pile length required, lateral bracing of the piles may be required for stiffness.

8.P.-25

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 23, 1975

Salem, Oregon

FILE: Br. 16231

FROM: Jack Davis
Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Garrison Lake Bridge
Elk River-Port Orford Section
Oregon Coast Highway
Curry Co.

Location

The proposed Garrison Lake Bridge will be located on a realigned portion of the Oregon Coast Highway immediately north of Port Orford in Curry County, near the center of the SE 1/4 of Sec. 32, T. 33 S., R. 15 W., W.M.

Foundation Material

The upper (easterly) portion of Garrison Lake in the vicinity of the proposed structure is in the form of a swamp, with water-covered and saturated peat extending from lake bank to bank at the structure site. Ancient erosion of the sand and gravel, of which the surrounding ground is composed, formed the stream and lake channel in this location, the lake bed subsequently filling with peat and silt over the years to its present condition, with the depth of peat increasing from the banks to 40 feet in the center of the prehistoric channel. Water normally varies in depth from one to four feet over the peat. The peat is very soft and totally incapable of supporting even the lightest construction equipment, and since the water depth is insufficient to float construction barges, a work trestle, progressive erection of the structure from bank to bank, or similar construction methods will be required.

The water level in the structure area is generally controlled by the level of Garrison Lake, although some variation has occurred by restriction of the 72-inch metal pipe under the county road fill crossing the lake to the west. Raising of the water level at the site sufficient to float work barges by plugging the 72-inch metal pipe has been proposed, but is not recommended since the county road fill would then act as a dam and is not designed as such. Lowering of the water level is not practical.

8225 9

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 3, 1975

FILE: BR 16231

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. Alfred Shirley
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: Elk River-Port Orford
Highway: Oregon Coast
County: Curry

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Birdge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
16231	Garrison Lake Br.	3 (28)	1
	(Test Holes 1 through 7)		

Forwarded: 6-3-75 (Date) To Elliott Parker By State Carrier

JLD: dh

cc Walter J. Hart
J. H. Versteeg
~~Resident Engineer~~
Region Geologist Elliott Parker

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Versteeg
A. Olson
2 Turpin T
Scott
1 Swenson
E. Olson
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325

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 5, 1975

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

TO: Alfred Shirley
Region III Engineer

The material source proposed for the subject will be specified as mandatory.

This decision has been made based on current agreements with the AGC and the FHWA to specify mandatory sources in environmentally sensitive areas.

If you are aware of any reason that the source should not be made mandatory please advise so that steps may be taken to justify it's removal from the mandatory status.

REFERRED TO
Beard Reed
Cole Sample
[✓ Eriksen] F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Need R/D to FHWA for mandatory Source.
T.

L F
Swenson copy
R. Olson
we copy Trout

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ROSEBURG REGION
RECEIVED
JUN - 9 1975

FET:we
cc: L. W. Rulien
G. A. Potter
C. G. Swenson
Fred Eriksen

6-9-75
cc: Frank Terpin
Les Blickenstaff -

We can see no reason why this can't be made mandatory

8325

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 6, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Elk River-Port Orford Section.
Oregon Coast Highway

TO: MEMO TO THE FILES

A meeting to discuss the Garrison Slough structure on the subject project was held on June 6, 1975. Those attending were Glenn Hossner and Robert Pillsbury of the FHWA and Frank Terpin, L. L. Wallace and J. E. Backstrand of the Highway Division.

It was agreed that the structure should be constructed to accommodate four 12 foot lanes, two eight foot shoulders and a four foot median at the northerly end, tapering from mid bridge to provide a fourteen foot median for a left turn refuge at Madrona Avenue.

The taper from the first stage construction of two lanes to four lanes at the bridge is to occur off the north end of the bridge.

FET:we
cc: Glenn Hossner, FHWA
Robert Pillsbury, FHWA
L. L. Wallace
J. E. Backstrand

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 16231

June 11, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Garrison Slough Bridge
Elk River-Port Orford Section
Oregon Coast Highway
Curry County, Bridge 16231

Enclosed are two prints each of a plan and elevation drawing of one alternate for the Garrison Slough Bridge. This is to show the revised roadway width and layout as discussed in the June 6, 1975 meeting (see attached letter of June 6, 1975). All alternates will have the same layout.

The revised estimates are as follows:

31'-3" Prestressed Slab Spans	$ 813,000
50'-0" Prestressed Slab Spans	967,000
83'-4" Prestressed Beam Spans	1,196,000

This information is to correct our May 20, 1975 letter of submittal.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

RECEIVED
JUN 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEB:dh
Enclosures

cc E. S. Hunter
L. W. Rulien V. E. Skoog

8325 75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 18, 1975

in reply refer to: 1041BR

SUBJECT: Oregon Project RF 95(-)
Garrison Slough Bridge #16231

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Preliminary plans submitted with Mr. Hart's May 20 and Mr. Wallace's June 11 (revises roadway width) letters are approved. Your proposal to take alternate bids will be interesting and should be helpful in future selection of bridge types.

We note your foundation report recommends penetration through the sand or peat of any pile type (concrete or H pile) and additional driving of 2' - 3' into the serpentine or shale. The report recommends driving to refusal and a question arises as to whether you can accomplish this requirement without reinforced tips. We find you will be depending on lateral support from some of the vertical pile bents (200± bridge length without batter piles) and it would appear that the piles should receive structural analysis to insure their adequacy. A carefully placed test load might be considered to verify these conditions if it is possible to perform. The extent of peat on the bridge plans and the foundation report do not agree at the south end. You should study this area to be sure the foundation situation is suitable for construction.

NOTED
E. S. HUNTER

cc Hart
Versteeg
6-26-75

According to the Impact Statement it is highly desirable to reduce impact on Garrison Slough by construction activities. We assume this will be taken up in the instructions to bidders and/or specifications. Please consider the above comments as you prepare your design.

for G. L. Green

RECEIVED
JUN 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 19 '75
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Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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Cy all

2325

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 24, 1975

FILE:

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

The south end of the bridge at Garrison Lake will be supported on an end fill that extends into the lake approximately 100 feet. The bridge end and at least one intermediate bent will be supported by piling driven through the fill. The Bridge Section has recommended that the peat material in this area be removed to insure the stability of the fill.

The volume of peat material to be removed is approximately 1,000 cu. yds. (in place measure), however, it is anticipated this material will shrink 50% or more.

The disposition of this peat material was discussed with Mr. Wilson, Region 3 Construction Engineer, by phone on June 18th. Mr. Wilson proposed that it be placed at the material source on the Knapp property, in the topsoil stockpile area and used with the topsoil to recover the area on completion of the project. We will arrange for the disposition of the peat material in the plans and specifications accordingly.

FE:jh
cc: Gary Potter
J. X. Wilson
C. G. Swenson

_____ Versteeg _____
_____ A. Olson _____
__I__ Terpin __T__
_____ Scott _____
_____ Swenson _____
_____ R. Olson _____
4th COPY Trout _____

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JUN 24 1975
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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Not Recommended for approval ~~subject to comments noted.~~ At This Time. H

63 ☒ Area Engineer Abram
☐ Bridge Engineer ......
☐ Right-of-Way ....
☐ Env. Coord. ....
☐ Planning ....
6 ...... H
Date District Engineer
Return To Burghardt

June 24, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

7/11/75
Discussed with Terpin. Told him we could not approve until FEIS is approved. We will hold until then. H

Dear Mr. Green:

Re: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

It is proposed to designate the use of the material source for surfacing materials located on the Knapp property in Section 20, T. 32 S., R. 15 W., as mandatory. This source, approximately 0.7 mile west of the north end of the project, is the nearest known source to the project and will provide an adequate supply of good quality aggregates. The haul route to the project will permit illegal loads.

Our lease agreement with Mr. Knapp includes provisions for the disposition of waste materials, the removal and replacement of 1-1/2 feet of topsoil and the application of fertilizer, seed and mulch to the disturbed area. These provisions will be included in the project plans and specifications and will insure the restoration of the area for future use.

The site is isolated, not visible from the highway, above the flood plain and will cause no stream or river disturbance. The use of this site will have a minimum adverse environmental effect.

We believe the best interests of the public will be served in making the use of this source mandatory and solicit your approval.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: Frank E. Terpin
Frank E. Terpin
Final Design Engineer

1 Versteeg ✓
3 A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

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JUN 25 1975
OREGON DIVISION

FE:jh
cc: E. S. Hunter
L. W. Rulien
Gary Potter
Alfred Shirley
C. G. Swenson
D. L. Trout

Form 81-734-3122

June 30, 1975
Port Orford, Ore.

Highway Division
Dept. of Transportation
State Highway Bldg

Dear Sirs:

I would like to make a request to purchase the excess remainder of the property on the Elk River-Port Orford section of the proposed new highway. (L&L Read File #42596)

The purpose of buying this property is to keep the trees growing there as a windbreak and to plant additional trees to also act as a windbreak.

The new location of the highway will destroy all of the windbreak East and partially north and south of the homes that I have here.

The winds here are extremely strong and 100 MPH are not uncommon (out of the south).

I would appreciate hearing from you as soon as possible.

Sincerely yours
John Frankovich
Box 704
Port Orford,
Oregon 97465

PH. 332-3151

RECEIVED
JUL 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO
Boyd - No reply - this man visited Salem and was told the proced
BY DEPUTY STATE HIGHWAY ENGINEER
[illegible]

832

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 7, 1975

Mr. John Frankovich
PO Box 704
Port Orford, OR 97465

File No. 42596
Elk River-Port Orford
Oregon Coast Hwy.
Curry County

12 X

Dear Mr. Frankovich:

We have received your inquiry regarding the purchase of the former Lloyd and Lillie Read property acquired by us for the new highway.

We have scheduled the construction of this project for the Fall and bids will be received on September 25, 1975. It is the policy of the Highway Division to withhold the sales of excess property until the road has been completed and therefore request that you contact this office about August 1, 1976.

If you have any further questions, we will be pleased to answer them.

Very truly yours,

J. B. BOYD
Right of Way Engineer

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STATE HWY ENGR
JUL 8 '75
REFER TO
FOR

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NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER
7-8-75
[illegible]

RECEIVED
JUL 8 1975
Office of
Assistant State Highway Engineer

cr
cc: Al Brown
E. S. Hunter ✓

Form 01-734-3123

Star Route, Box 70,
Port Orford, Oregon
97465
June 18, 1975

Oregon State Hiway Dept.
Capitol Mall
Salem, Oregon

OTED
L. JOHNS

Gentlemen,

Would you please send material specifications and bid forms, for the proposed section of Highway to be built north of Port Orford. I have Road material available at Silver Butte about 3 blocks east of the proposed right-of-way. off-highway equipment could be used in the hauling.

I am reserving the picturesque portion of the Butte, the South Peak, for Park and Land Mark purposes, but material of all specifications is available from the North Mound, and in large quantities.

I understand that, tests of the rock were made years ago. Could I obtain the test results? I left new samples at your East Salem Laboratory. Would you care to provide a data sheet and have ~~these~~ new samples tested. They were taken from the top of Silver Butte after blasting. If the tests are run I would like a copy of the results.

Thanking you in advance, I am,

Very truly yours,

Raymond J. Griffith

RECEIVED
JUN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HG

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JUN 23 '75
RECEIVED
STATE HWY ENGR

July 8, 1975

Mr. Raymond J. Griffith
Star Route Box 70
Port Orford, Oregon 97465

1440J

Dear Mr. Griffith:

Thank you for your June 18 letter expressing a desire to make rock available from Silver Butte for use on the Elk River-Port Orford Section of US 101, tentatively scheduled for bid on September 25, 1975.

Mr. Lloyd Woolfe, our chief geologist, attempted to contact you for a discussion of this possibility on June 26 and found you were in California that week. If you like, a meeting can be scheduled with Mr. Woolfe at your convenience in Port Orford. At that time the information requested in your letter can be made available to you with the possible exception of the test results for the rock you recently left with our laboratory.

The meeting can be arranged by telephoning Mr. Woolfe at 378-2580, Salem. The best time to call would be early Monday mornings. I appreciate your interest in this highway construction project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

WHT:mc js

bc: F. B. Klaboe
V. D. Wolfe
Alfred Shirley, Jr.
Lloyd Woolfe - Please see that Region is informed of any meeting so that one of their people can participate.

There is another problem of water forming a pool between the house and the earth berm which may require a Culvert or ditching to get rid of the water when it rains, for if a pool forms it will form on the drainfield and septic tank and they won't work under water.

There are so many problems that will Confront this farthest house south such as wind, dust, noise not to mention a few other things that it seems that it would be better to have it torn down or used for storing only.

I would like to hear from you as soon as possible. I also sent you a letter to give to the right of Way dept. which you requested. and thank you for being so Courteous and Considerant.

Sincerely yours

John Frankovich
Box 704
Port Orford
Oregon
97465

PH. 332-3151

June 30, 1975
Port Orford
Oregon

Highway Division
Department of Transportation
State Highway Bldg

Dear Sir:

In regard to the Elk River - Port Orford - section of highway which we discussed in Salem last Thursday afternoon.

I certainly appreciate the concern and co-operation in discussing my problem.

My wife and I have decided that as soon as my youngest child is out of school (in two years) we will sell these two homes and move to a quieter area.

This area here is now a quiet area and when the new highway is constructed it will be the extreme opposite, and the value of the homes will be greatly reduced.

I believe although this road will benefit the public, I don't think it is fair that I should lose while others gain.

The additional hight of the earth Berm beside requiring approx 1000 yds of additional soil will also alter some of the plans at the base. It may be possible that it would be less expensive if we could come to some agreement on damages and not increase the hight of the earth berm as only one home is greatly affected.

REFERRED TO
Versteg
BY DEPUTY STATE HIGHWAY ENGINEER
R/R

832

July 15, 1975

Mr. John Frankovich
Box 704
Port Orford, Oregon 97465

Dear Mr. Frankovich:

Elk River-Port Orford
Oregon Coast Highway
Curry County

This is in reply to your letter of June 30 concerning the proposed Elk River-Port Orford Section of the Oregon Coast Highway following our discussion of June 26.

We have revised the plans by a rise of three feet to provide a 16 foot high sound berm in your area. Additional material for this will actually create a savings on the job by reducing the haul distance on said material. The berm will reduce the noise impact of the traffic volumes expected in 20 years to well below current Federal guidelines.

We expect that material used on the berm will drain readily; however, if culverts are required to direct the drainage toward the roadbed they will be installed. Also, if necessary this berm will be stabilized to prevent erosion.

Wind is a problem in your area but the causes are multiple. The highway location will not be the single and direct cause.

The proposed highway location has been selected from the alternates studied based on current Federal and State guidelines. Unfortunately not all are happy with this selection, but it is our feeling that with the present proposed plan we have minimized the impact on your property.

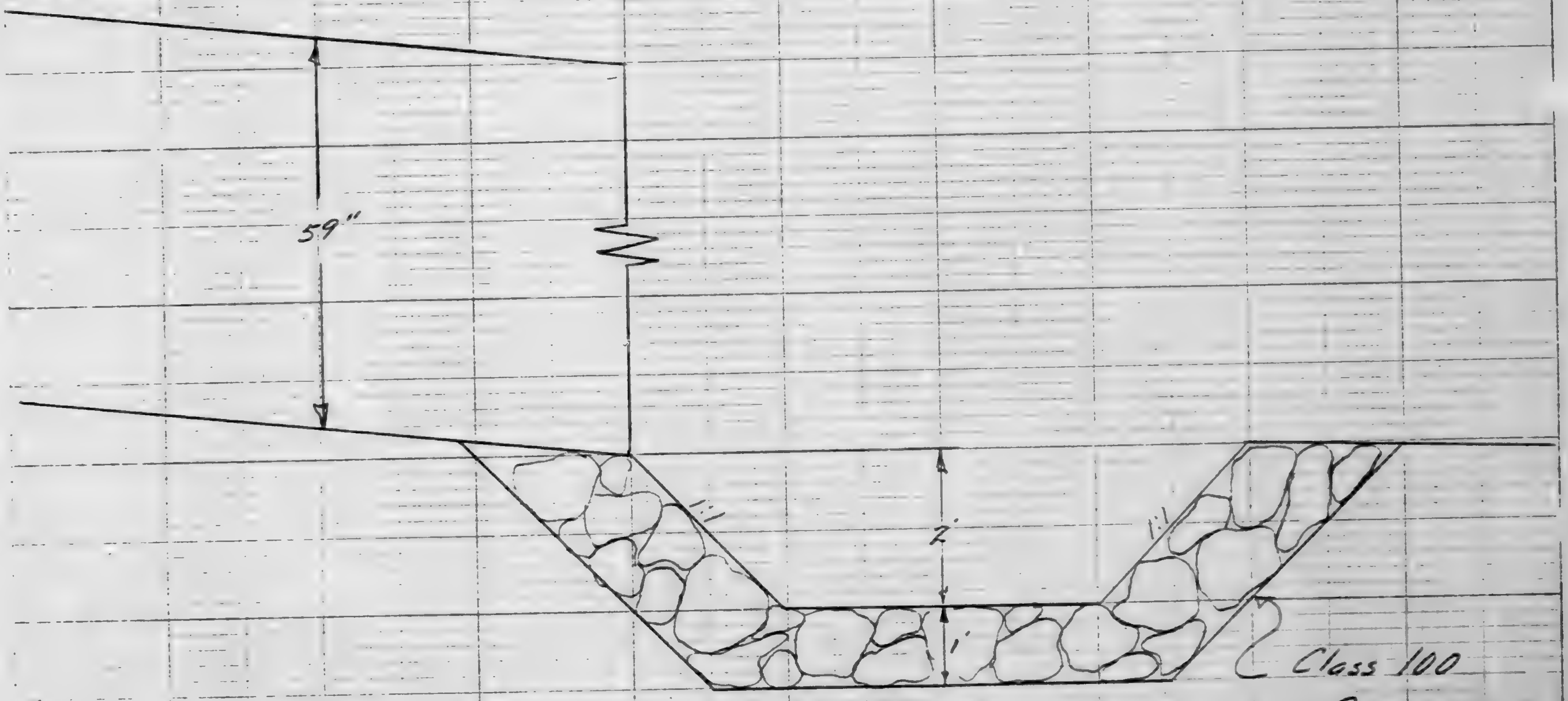
Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

DNS:we js
bc: F. B. Klaboe
J. H. Versteeg
Alfred Shirley, Jr.

K+E 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.

Mill Creek Culvert
Station 1290+35


59"
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Class 100
Riprap

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
July 24, 1975
Salem, OR 97310

SUBJECT: Fish Passage
Station 1290+35
Elk Cr.-Port Orford Sec.
Curry County

TO: File

In their Clearing House review of the subject project, the Fish Commission requested that the Mill Creek culvert at Station 1290+35 be given special consideration for passage of fish because of its excessive length - 164 feet. Since that review the project has been downscoped from four lanes to two lanes, thus reducing the length of the Mill Creek culvert to 116 feet.

The Fish Commission indicated that baffles could be used to provide flow conditions adequate for fish passage. In talking with Jim Lauman, Permit Coordinator for the Fish & Wildlife Commission, he indicated that the proposed culvert would be acceptable if flow velocities during passage periods did not exceed 4 fps at a flow depth of at least 0.5 feet. To achieve these conditions without installing baffles would require that the culvert be placed on a 0.3-0.5% grade. This flatter grade will result in a slightly steeper gradient in the new upstream channel between the new highway and the old road - a distance of about 110 feet. It is suggested that large boulders be placed intermittently in this channel to provide resting places for migrating fish.

This alternate proposal was discussed with Mr. William Mullarkey of the Fish Commission field laboratory in Brookings. He felt that it would be acceptable for passage of cutthroat trout which inhabit this reach of stream.

In terms of hydraulics capacity the flatter gradient on the culvert will shift operation from inlet control to outlet control, thus requiring a larger culvert to maintain the low headwater depth required. It is suggested that the proposed 72"x44" ATCMP be replaced with a 81"x59" ATCMP. A rock riprap basin should be placed at the outlet to provide a fish pool - see attached sketch. Class 100 riprap should be adequate.

Versteeg
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Trout

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Richard L. Lenz
Hydraulics Engineer

By
Stephen H Macnab
Stephen H. Macnab
Asst. Hydraulics Engr.

SHM:jk
Attach.

cc: Victor D. Wolfe
J. H. Versteeg ✓

SELECTED BIBLIOGRAPHY

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Coos-Curry Council of Governments. 1972. Curry County Preliminary Community Facilities and Traffic Circulation Elements. Coos Bay.

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Olterman, J. H., and B. J. Verts. 1972. Endangered Plant and Animals of Oregon IV: Mammals. Oregon State University, Agriculture Experiment Station Special Report 364: Corvallis.

Oregon Department of Transportation. 1974. Oregon Action Plan for Transportation Planning. Salem.

Oregon Transportation Commission. 1974. Standard Specifications for Highway Construction. Salem.

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Wesler, J. E. 1972. Manual for Highway Noise Prediction. Prepared by the Transportation Systems Center for the Department of Transportation. Washington, D. C.: Department of Transportation.

TABLE 7

Federal Highway Administration Noise Guidelines

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	--	For requirements on undeveloped lands see paragraphs 5A(5) and (6), subject PPM 90-2.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: U.S. Department of Transportation, Federal Highway Administration, PPM 90-2, Noise Standards and Procedures, (Transmittal 229, February 8, 1973).

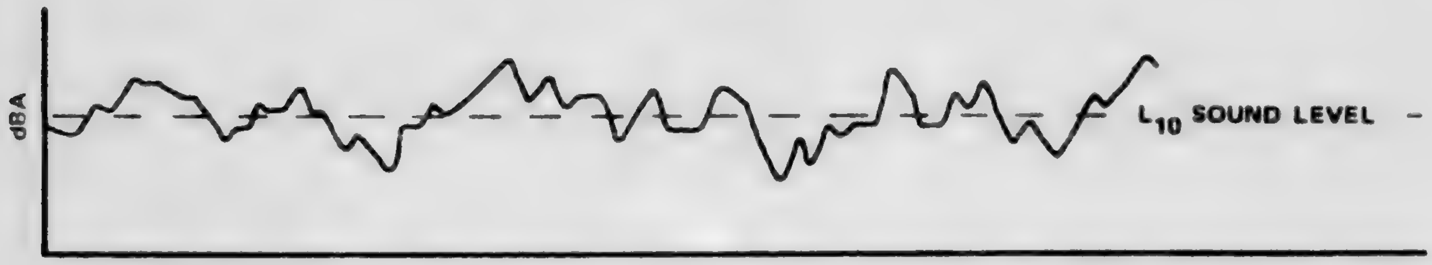
Traffic Noise Parameters

Since traffic noises fluctuate through time, they cannot be describe by a simple dBA measurement, as would be used for steady noises. Instead, statistical descriptions are used to show the percentage of time a given sound level is exceeded.

The sketch below represents noise level as a function of time as it might occur beside a highway. A dotted line has been drawn through the data to show the sound level that is exceeded 10 percent of the time. This level is called the L_{10} sound level and is an indicator of the maximum sound level during a given time interval. The L_{10} sound level is largely influenced by the number and speed of trucks and is used in the FHWA guideline to estimate noise impact on land use sites.

Figure 15

NOISE FLUCTUATIONS ON A TYPICAL DAY

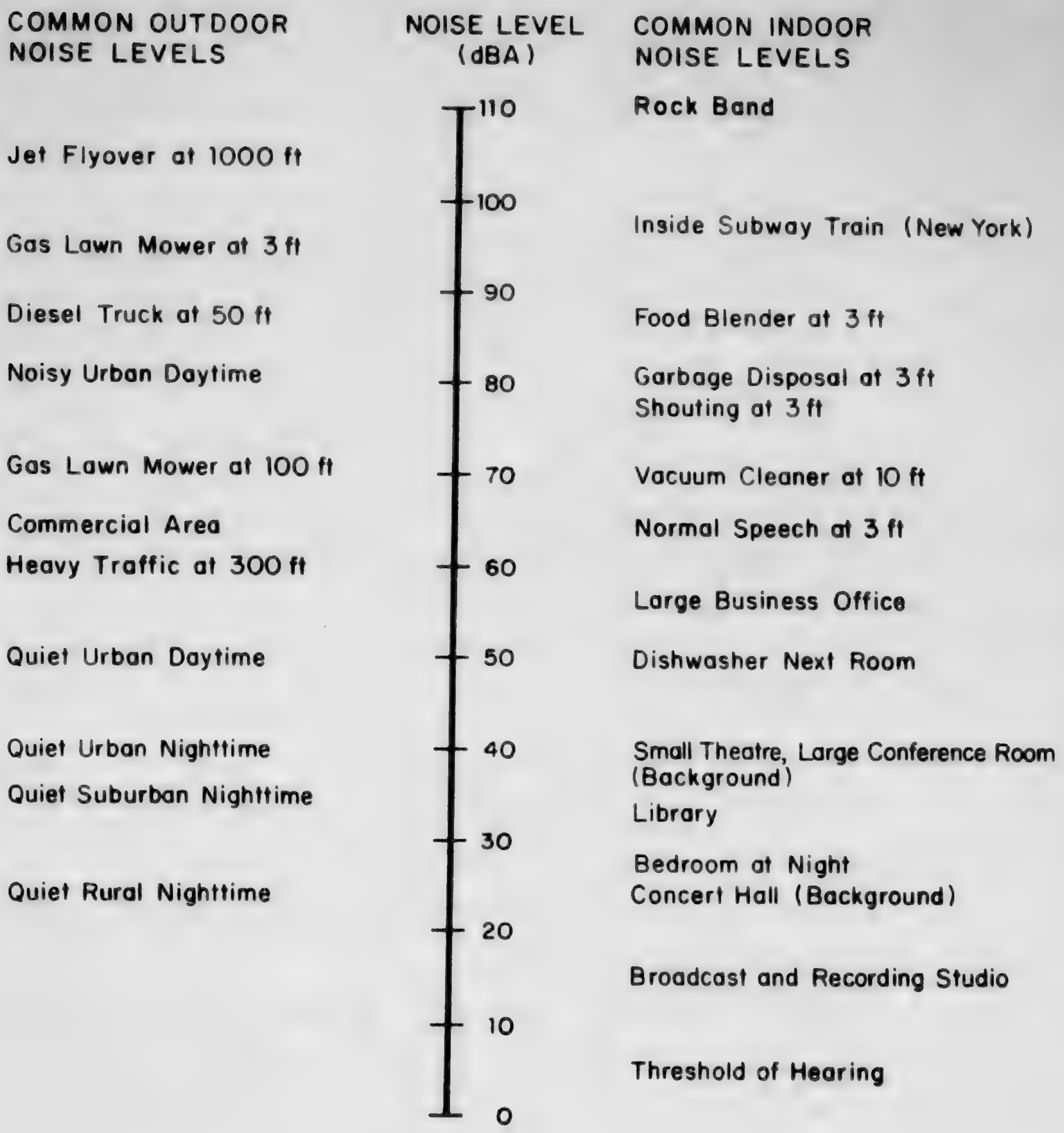


The sound levels exceeded 50 and 90 percent of the time are called the L_{50} and L_{90} sound levels, respectively. A reasonably reliable description of the urban noise environment can be given by stating these statistical levels over a specified portion of the day.

The Federal Highway Administration has developed guidelines for five categories of land use, based on sensitivity to noise. This table, presented on the next page, shows the design L_{10} noise level. When preliminary analysis shows these standards will be exceeded, exemptions must be sought from the Federal Highway Administration.

FIGURE 14

Typical A-Weighted Sound
Pressure Levels



Loudness

Because sound pressure levels are derived using logarithms, a doubling of sound intensity always results in a 3 dBA increase in sound level.[1] A ten-decibel increase, however, is required before a doubling of loudness is perceived. Thus, assuming constant speed, a doubling of traffic volume on a given street will, theoretically, result in a 3 dBA increase in sound level, a change which would be barely noticeable.

Conversely, directing half the traffic volume from a heavily traveled street onto a less well-traveled street will lower the noise level on the first street by only 3 dBA, while increasing the noise level on the second street substantially.

Figure 14, on the next page, may be used to gauge the relative loudness of sounds discussed in this document.

---

[1] The decibel is defined as ten times the logarithm of the ratio of sound intensity to that of a standard reference intensity.

$$\text{dB} = 10\ \text{LOG}\ \frac{\text{SOUND INTENSITY}}{\text{STANDARD REFERENCE INTENSITY}}$$

To combine decibels, sound intensities must be added and the logarithm of the sum taken. For two equal sources, the sound level increase is:

$$\text{dB} = 10\ \text{LOG}\ (2) = 3.0103$$

APPENDIX D

Methodology of Noise Studies

Sound Measurement

Sound level meters have built-in weighting networks which are used to simulate human hearing perception. The A-weighting network (Figure 13) is used for most sound measurements because it was designed to approximate the normal hearing threshold curve for young adults and has been found to correlate well with subjective response. The B and C networks were originally intended for use in measuring sounds of high intensity, but are seldom used today. Sound level requirements are given in dB"A" to indicate use of the A-weighting network.

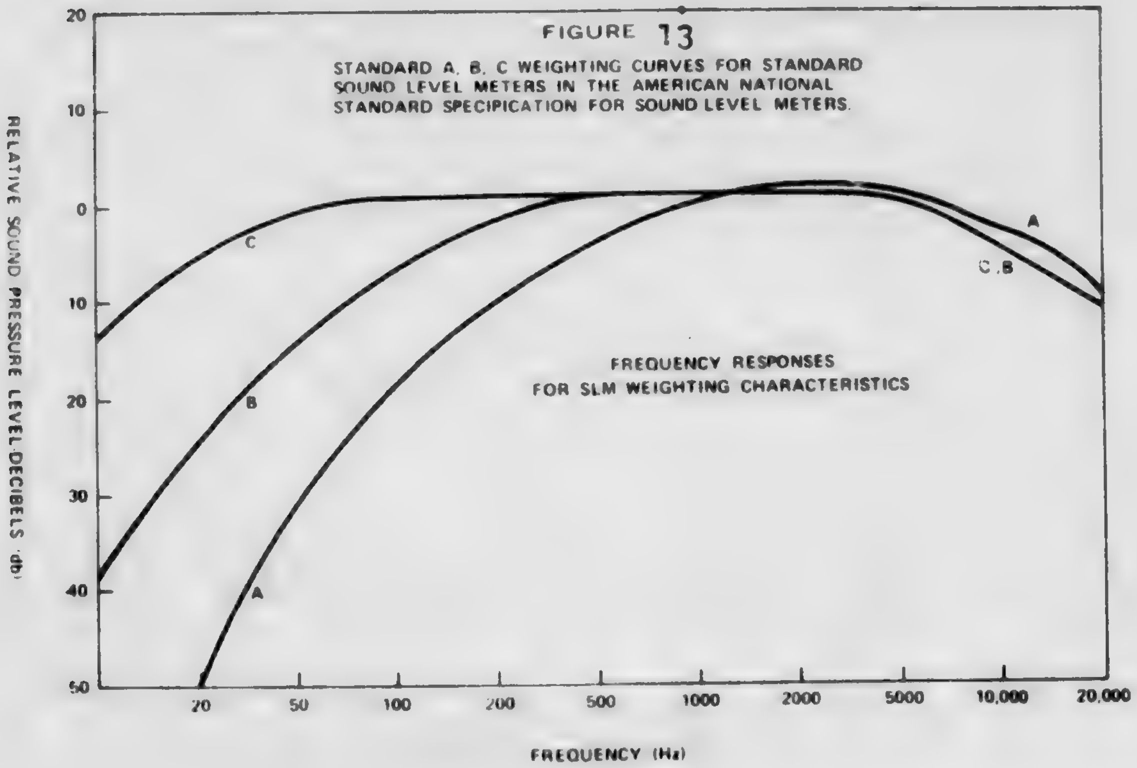


FIGURE 13

STANDARD A, B, C WEIGHTING CURVES FOR STANDARD SOUND LEVEL METERS IN THE AMERICAN NATIONAL STANDARD SPECIPICATION FOR SOUND LEVEL METERS.

	Name	Ownership	Acres	Type of Recreation
12.	Boi Cope Park	Curry County	9.5	Boating, beach, lake.
13.	Edson Creek Park	Curry County	75.5	Day use, picnicking.
14.	Garrison Lake	State & County	200.0	Fishing, boating, public boat ramp, swimming, other water sports.
15.	Buffington Memorial Park	Port Orford	21	Ball park, play area, horse arena.
16.	Port of Port Orford	Port of Port Orford	14.9 (land)	Charter boat dock, sport fishing.

APPENDIX C

OUTDOOR RECREATION FACILITIES IN PORT ORFORD AREA

The following inventory of existing outdoor recreation facilities contains those public parks that are within a twelve-mile radius of the city of Port Orford. The source of the list is the Curry County Preliminary Community Facilities and Traffic Circulation Elements, prepared by the Coos-Curry Council of Governments in August 1972. Information contained in that report has been updated.

	Name	Ownership	Acres	Type of Recreation
1.	Cape Blanco State Park	State	1,880	Camping, trailer spaces, picnicking, hiking, beach combing, historical site, scenic, fishing.
2.	Battle Rock Wayside Park	State	3	Beaches, viewing historical site.
3.	Humbug Mountain State Park	State	1,828	Beaches, forests, picnicking, camping, trailer spaces, fishing, swimming, nature study, hiking, scenic views.
4.	Floras Lake State Park	State	1,361	(Undeveloped) Coastal lake and beach acess.
5.	Port Orford Cedar Forest Wayside Park	State		(Undeveloped)
6.	Garrison Beach State Wayside	State	12	(Undeveloped) Beach access.
7.	Port Orford Heads Wayside Park	State		(Undeveloped) Day use, viewpoint, hiking.
8.	McGibbe Forest Campground	US Forest Service	2	Camping, fishing, hunting, hiking.
9.	Panther Creek Forest Campground	US Forest Service	2	Camping, fishing, hiking.
10.	Butler Bar Forest Campground	US Forest Service	4	Camping, fishing, swimming, hiking.
11.	Sixes River Recreation Site	Bureau of Land Management	60	Trailer spaces, camping, scenery, swimming, fishing.

APPENDIX B

Historic Site Determination Letter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 13, 1975

Dwight A. Smith, Project Manager
Environmental Section
State Highway Building
Salem, OR 97310

Dear Mr. Smith:

Our office has reviewed the Draft Environmental Impact Statement for Elk River - Port Orford Section, Oregon Coast Highway, Curry County.

There are no sites listed on the National Register of Historic Places or on our Statewide Inventory of Historic Sites and Buildings.

We have not conducted an adequate survey of the area. We request that your office conduct an historic survey (to include architectural values). If staff with this expertise is not available, I suggest you commission the work to a competent historian or architectural historian. If you need assistance regarding selection of an outside individual, please contact me again.

Sincerely,

Paul B. Hartwig

Paul B. Hartwig
Park Historian

/gp

AMPHIBIANS

Long-toed Salamander (*Ambystoma macrodactylum*) : 2

Northwestern Salamander (*Ambystoma gracile*) : 1, 2, 6

Pacific Grant Salamander (*Dicamptodon ensatus*) : 2, 4, 6

Rough-skinned Newt (*Taricha granulosa*) : 4, 6

Dunn's Salamander (*Plethodon dunni*) : 2, 6

Eschscholtz's Salamander (*Ensatina eschscholtzi*) : 4, 6

Clouded Salamander (*Aneides fereus*) : 3, 4, 6

Pacific Tree Frog (*Hyla regilla*) : 6

Red-legged Frog (*Rana aurora*) : 2, 6

Bull Frog (*Rana catesbiana*) : 2

Western Toad (*Bufo boreas*) : 2, 4, 6

Audubon Warbler (*D. auduboni*) : 3, 4, 6
Red-winged Blackbird (*Agelaius phoeniceus*) ; 2
Brewer's Blackbird (*Euphagus cyanociphalus*) : 2, 5
Evening Grosbeak (*Hesperiphona vespertina*) : 3, 4, 6
Purple Finch (*Carpodacus purpureus*) : 3, 4, 6
House Finch (*Carpodacus mexicanus*) : 3, 5
Pine Siskin (*Spinus spinus*) : 4, 5
American Goldfinch (*Spinus tristis*) : 3, 5, 6
Rufous-sided Towhee (*Pipilo erythrophthalmus*) : 3
Oregon Junco (*Junco oreganus*) : 3, 4, 5
Chipping Sparrow (*Spizella passerina*) : 3, 4, 5
White-crowned Sparrow (*Zonotrichia leucophrys*) : 1, 3, 5
Golden-crowned Sparrow (*Zonotrichia atracapilla*) : 3, 1
Fox Sparrow (*Passerella iliaca*) : 3, 4
Song Sparrow (*Melospiza melodia*) : 2, 3, 5, 6
Lincoln Sparrow (*Melospiza lincolni*) : 2, 5, 6
Savannah Sparrow (*Passerculus sandwichensis*) : 5

REPTILES

Pacific Pond Turtle (*Clemmys marmorata*) : 2
Western Fence Lizard (*Sceloporus occidentolis*) : 3, 4, 6
Western Skink (*Eumeces skiltonianus*) : 3, 4, 5
Northern Alligator Lizard (*Gerrhonotus coeruleus*) : 3, 4, 5
Rubber Snake (*Charina bottae*) : 6
Western Ring-necked Snake (*Diadohpis amabilis*) : 4
Gopher Snake (*Pituophis catenifer*) : 2 - 6
Garter Snake (*Thamnophis spp.*) : 2 - 6

Common Nighthawk (*Chordeiles minor*) : 5
Vaux Swift (*Chaetura vauxi*) : 4, 5
Rufous Hummingbird (*Selasphorus rufus*) : 3, 4, 5
Belted Kingfisher (*Megaceryle alcyon*) : 2, 6
Downy Woodpecker (*Dendrocopus pubescens*) : 3, 4, 6
Yellow-bellied Sapsucker (*Sphyrapicus varius*) : 4, 6
Red-shafted Flicker (*Colaptes cafer*) : 3, 4, 5, 6
Pileated Woodpecker (*Dryocopus pileatus*) : 5
Olive-sided Flycatcher (*Nutallornis borealis*) : 4, 5
Western Wood Peewee (*Contopus richardsonii*) : 4
Western Flycatcher (*Empidonax difficilis*) : 4, 6
Violet Green Swallow (*Tachycineta thalasina*) : 1, 5
Scrub Jay (*Aphelocoma californica*) : 3, 5
Steller's Jay (*Cyanocitta stelleri*) : 4, 6
Chestnut-backed Chickadee (*Parus rufescens*) : 4
Bush-tit (*Psaltriparus minimus*) : 3
Red-breasted Nuthatch (*Sitta canadensis*) : 4
Brown Creeper (*Certhia familiaris*) : 4
Bewick Wren (*Thryomanes bewicki*) : 3
Winter Wren (*Troglodytes troglodytes*) : 3, 4, 5
Robin (*Turdus migratorius*) : 4, 5
Varied Thrush (*Ixoreus naevius*) : 4
Hermit Thrush (*Hylocichla guttata*) : 4
Golden-crowned Kinglet (*Regulus satrapa*) : 3, 4, 6
Cedar Waxwing (*Bombycilla cedrorum*) : 3, 5, 6
Yellow Throat (*Geothlypas trichas*) : 2, 6
Myrtle Warbler (*Dendroica coronata*) : 3, 4, 5, 6

American Egret (*Casmerodius albus*) : 2

American Bittern (*Botaurus lentiginosus*) : 2

Mallard (*Anas platyrhynchos*) : 2, 6

Canvas-back (*Aythya valisneria*) : 2

Baldpate (*Mareca americana*) : 2

Pintail (*Dafila acuta*) : 2

Coot (*Fulica americana*) : 2

Vulture (*Cathartes aura*) : 1, 3, 4, 5

Sharp-shinned Hawk (*Accipiter striatus*) : 3, 4 + 2, 6

Cooper's Hawk (*A. Cooperi*) : 3, 4 + 2, 6

Red-tailed Hawk (*Buteo jamaicensis*) : 1, 3, 4, 5

Marsh Hawk (*Circus cyaneus*) : 1, 5

Sparrow Hawk (*Falco sparverius*) : 1, 3, 5

Blue Grouse (*Dendragapus obscurus*) : 3, 4, 5

Ruffed Grouse (*Bonasa umbellus*) : 3, 4

Mountain Quail (*Oreortyx picta*) : 3, 4

Valley Quail (*Lophortyx californicus*) : 3, 5

Killdeer (*Charadrius vociferus*) : 1, 2, 5

Common Snipe (*Capella gallinago*) : 2, 5

Spotted Sandpiper (*Actitis macularia*) : 1, 2, 6

Dowitcher (*Limnodromus griseus*) : 1, 2

Western Gull (*Larus occidentalis*) : 1, 2

Glaucous-winged Gull (*L. glaucescens*) : 1, 2

Band-tailed Pigeon (*Columbia fasciata*) : 2, 4

Mourning Dove (*Zenaidura macroura*) : 4, 5, 6

Screech Owl (*Otus asio*) : 3, 4, 5, 6

Great Horned Owl (*Bubo verginianus*) : 3, 4, 5

Northern Flying Squirrel (*Glaucomys sabrinus*) : 4

Townsend Chipmunk (*Eutamias townsendi*) : 3, 4

Gray Digger (*Citellus beecheyi*) : 3, 5

Pocket Gopher (*Thomomys spp*.) : 3, 5

Sea Otter (*Enhydra lutris*)[9] : 1

Mountain Beaver (*Aplodontia rufa*) : 3, 4

Beaver (*Castor canadensis*) : 2, 6

Woodrats (*Neotoma spp*.) : 3, 4

Deer Mouse (*Peromyscus maniculatus*) : 1 - 6

Red tree Mouse (*Phenacomys longicaudus*) : 4

Vole (*Microtus spp*.) : 2, 3, 4, 5, 6

Harvest Mouse (*Reithrodontomys megalotis*) : 1, 5

Jumping Mouse (*Zapus princeps*) : 2, 5

Pacific Water Shrew (*Sorex bendirei*) : 2, 6

Shrew (*Sorex spp*.) : 1 - 6

Shrew-mole (*Neurotrichus gibbsi*) : 2, 4, 6

Mole (*Scapanus spp*.) : 3, 5

Little Brown Bat (*Myotis lucifugus*) : 3, 5

Big Brown Bat (*Myotis lucifugus*) : 4, 5

Silver-haired Bat (*Lasionycteris noctivagans*) : 4, 5

Hoarybat (*Lasiurus cinereus*) : 4, 5

Pallid Bat (*Antrozous pallidus*) : 2 - 6

BIRDS

Loons (*Gavia spp*.) : 2

Grebe (*Podilymbus podiceps*) : 2

Great Blue Heron (*Ardea herodias*) : 2

[9] The sea otter is considered an "endangered species" in Oregon. (Olterman, J. H. and B. J. Verts, 1972).

APPENDIX A

WILDLIFE OF THE PORT ORFORD BASIN AND THEIR ASSOCIATED VEGETATION COVER TYPES OR HABITAT

This list of wildlife species, although lengthy, should not be assumed as complete. The species listed herein are those which are most commonly found in this area.

Vegetation Cover Types or Habitat

Coastal Strand/Marine = 1
Marsh/Lake = 2
Brush = 3
Woodland = 4
Cropland/Meadow = 5
Riparian Aquatic = 6

MAMMALS

Black-tailed Deer (*Odocoileus hemionus*) : 3, 4 & 5 + (1 & 2)
Black Bear (*Ursus americanus*) : 3, 4
Bobcat (*Lynx rufus*) : 1, 2, 3, 4
Coyote (*Canis latrans*) : 1, 2, 3, 4, 5
Gray Fox (*Urocyon cinerioargenteus*) : 1, 2, 3, 4, 5
Raccoon (*Procyon lotor*) : 1, 2, 3, 4
Ring-tailed Cat (*Bassariscus astutus*)[8] : 3
Mink (*Mustela vison*) : 1, 2, 6
Long-tailed Weasel (*M. frenata*) : 3, 4
Short-tailed Weasel (*M. erminea*) : 1, 2, 3, 4, 5, 6
Spotted Skunk (*Spilogale putorius*) : 1 - 6
Striped Skunk (*Mephitis mephitis*) : 1, 3, 4, 5, 6
Brush Rabbit (*Sylvilagus bachmani*) : 3
Silver gray Squirrel (*Sciurus griseus*) : 4
Chickadee (*Tamiasciurus douglasii*) : 4

[8] The ring-tailed cat is considered "rare" in Oregon. (Olterman, and Verts, 1972).

Response to Comments by
Mr. John Frankovich, Port Orford

49. Improvement and relocation of this highway are not anticipated to create adverse air pollution levels. The projected 1993 level of air quality will not exceed state and federal standards. Temporary and confined pollution may occur during construction of the highway.

    Noise studies have indicated that noise levels in the area of concern may exceed Federal Highway Administration guidelines, if traffic volume projections are realized. However, a 600-foot-long earth berm is to be constructed which will reduce the noise below the Federal standard or guideline.

50. Windfall is a problem in the Port Orford area, However, the causes are multiple. The trees to be removed by the highway location in the vicinity of the subject house would have little, if any, effect on the remaining trees on the property.

P.O. Box 704
PORT ORFORD
OREGON
97465

JAN. 24, 1975

Oregon State Highway Division
Region office
1523 S.E. Cobb St
Roseburg, Ore 97470

Dear Sirs:

I wish to comment on the Draft Environmental Statement of the Elk River and Port Orford section Oregon Coast highway in Curry County, Oregon.

I am opposed to the relocation of the highway as most of the people here are unemployed and with gas price increase or rationing there should be less tourist trade and the expense of relocating the highway is unnecessary.

I have two homes approximately one mile north of the city limits, south of Silver Butte ave. between Myrtle Lane and the proposed relocation of the highway. one home is located approximately 150 feet from the proposed center line.

Not only will the value of these homes depreciate but may not be livable due to air pollution, and noise that will exceed FHWA standards. 49

Winds here in the winter reach 100 miles per hour during our winter storms and with the windbreak being destroyed will create another hazard as I have approximately 10 fir trees ranging in size up to 24 inches which would probably blow down with possible damage to buildings and injuries to people in the area. 50 Also I may have wind damage to the buildings.

I am definitly in favor of not relocating the highway.

Sincerely yours,
John Frankovich
Box 704
PORT ORFORD OREGON 97465

Response to Comments by the Port Orford Chamber of Commerce

48. The comment is noted.

Port Orford Chamber of Commerce
PORT ORFORD, OREGON 97465
Most Westerly Incorporated City In The Continental U. S. A.

January 30, 1975

Mr. E. W. R. Engelmann
Regional Environmentalist
Highway Division
Department of Transportation
1523 S.E. Cobb Street
Roseburg, Oregon 97470

Dear Mr. Engelmann:

The Port Orford Chamber of Commerce wishes to go on record as favoring the proposed upgrading by relocation of the section of substandard highway located just North of Port Orford and referred to as the Elk River-Port Orford Section of Oregon Coast Highway (US 101) Curry County, Oregon.

This particular section is curvy, with many blind spots and very dangerous as the records show by the number of accidents which have occurred on this particular stretch of highway. Traffic on Highway 101 as your office is well aware is extremely heavy with all types of vehicles (log trucks, chip trucks, campers, boats, delivery vans, etc.) and it is felt the safety of people traveling this highway should take priority over the small environmental impact this change will make, in this particular area. Highway 101 is the main traffic route for Southwest Oregon and should be made as safe as possible for the traffic it carries. 48

Very truly yours,

CHAMBER OF COMMERCE

President

46. The statement that "This project would provide a natural buffer for spotty development" was made in error. The project would not provide a natural buffer for spotty development. (The term "spotty development" is considered synonymous with strip development in this analysis.) However, spotty development is not likely to occur along this route because of various limiting factors such as zoning, existing land use, soil types, and access. A discussion of the pattern of development that might occur along this highway is contained in the "Future Development" section of this final environmental impact statement. Refer also to the revised sections on the anticipated impacts on land use and local economics.

47. The comment is noted. A section of conclusions does not appear in the final environmental impact statement.

A comparison is made between the economic area factor and the trend factor. The trend factor is normally based on a short time period and is more sensitive to slight variations in travel than the economic area factor.

After the normal traffic increase for the proposed highway improvement has been determined, developmental traffic is estimated by considering all major traffic generators planned for the region which may not have been identified in the economic area factor. This developmental traffic increase is based on forecasted land use and not speculative development. Generated traffic is estimated from the type of facility improvement planned and the volume of generated traffic which has been experienced for similar types of facility improvements in Oregon. The developmental and generated traffic are then added to the normal traffic increase.

At this time, forecasting procedures do not take into consideration temporary changes in recreation participation levels, gas shortages, and so on. The Oregon Department of Transportation, however, is presently developing a more sophisticated traffic forecasting model, based on trip generation equations. The variables in this forecasting technique are numerous and include the following:

1. Dependent variables
    a. Vehicle trips per person
    b. Total trips per person
2. Independent variables
    a. Socio-economic
    b. Level of Service

Flexibility of forecast trips is maintained in this process which permits the testing of trip generation rates that may differ from those today because of differing policy decisions or energy constraints.

Recreational tourist travel along the southern Oregon coast did decrease in the summer of 1973 due to the gasoline shortage and other factors. However, as shown below, the Bandon traffic recorder indicated that the 1974 summer traffic volumes were back up and higher than the 1972 volumes.

SUMMER TRAFFIC VOLUMES
(ADT)

	1972	1973	1974
June	4577	4204	4500
July	5387	5068	5208
August	5775	5501	5858
September	4469	4509	4752
Average summer ADT	5052	4820	5080

45. The procedures used by the Oregon Department of Transportation for forecasting traffic volumes are based on the evaluation of current traffic and an estimate of traffic increase due to normal traffic growth, generated traffic and developmental traffic. After the current traffic on the improved section has been determined, past trends of traffic volume increase are determined from records for the given segment to ascertain the normal growth trend for the area. This trend is then projected to the future year for which the design is to be made. The traffic projection factor, which is a ratio of the future traffic to current traffic, is calculated and compared to factors prepared by the Economics Section of the Department of Transportation for estimating average traffic growth in the state. These factors were developed for economic areas of the state, considering anticipated overall growth, and then distributed to the particular economic area.

Response to Comments by the Oregon Environmental Council

43. Refer to the discussion of alternatives in the "Alternatives and Reason for Project Selection" section of this final environmental impact statement.

44. The traffic volumes on this highway section presently exceed the design capacity during the summer tourist season. As discussed at the beginning of this final statement, the average daily traffic (ADT) for this section was 5,200 vehicles in 1974 and is predicted to be 9,000 vehicles per day by 1994. The capacity of the existing highway section is 5,500 vehicles per day.

The seasonal and weekday/weekend variation in traffic in this area of the Oregon coast is sizeable. Consider the traffic volume percentage figures shown below:

1974 Traffic Data

Month	Average Weekday Percent of ADT	Average Daily Percent of ADT
January	69.3	62.1
February	68.7	68.7
March	83.4	78.4
April	90.2	87.7
May	101.1	97.8
June	118.7	114.5
July	136.5	132.5
August	153.8	149.0
September	124.8	120.9
October	105.2	100.9
November	98.8	94.3
December	97.5	93.4

The source of this data is the permanent traffic recorder 1.3 miles south of Bandon, the recorder closest to the Elk River-Port Orford section. Seasonal variation in the subject section would be slight.

Elk-River-Port Orford Section
Oregon Coast Highway Critique
Page 2 of 2

The validity of the conclusion is questionable. There are just too many unanswered questions and much of the data presented is both favorable and unfavorable to the project, such as the noise and air pollution data and the economic impacts. Much of the statement is very well done, especially those parts dealing with the impacts of construction on the natural environment, but little of it supports construction of the project. We can't agree with your conclusion that "This project would afford an excellent opportunity to improve this coastal transportation link without serious detriment to the existing environment." 47

Thank you.

OREGON ENVIRONMENTAL COUNCIL
2637 S. W. Water Avenue
Portland, Oregon 97201

(503) 222-1963

CRITIQUE BY THE OREGON ENVIRONMENTAL COUNCIL OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT OF THE ELK RIVER-PORT ORFORD SECTION OF THE OREGON COAST HIGHWAY(US 101), SUBMITTED TO THE OREGON STATE HIGHWAY DIVISION, JANUARY 1975

The Oregon Environmental Council thanks the Oregon State Highway Division for this opportunity to submit our critique of your Draft EIS on the proposed improvement of the Elk-River-Port Orford Section of the Oregon Coast Highway.

One of the functions, established by law, of an EIS is to outline and discuss the possible alternatives to the proposed action. This Draft EIS has failed to do so, except in so far as noise and air pollution data are given for the no-build alternative. We realize that the right of way acquisitions have already been completed but this should not preculde viable discussion of the alternatives of not building or of upgrading the present route. All of this alternative needs to be discussed! 43

Throughout the EIS statements are made as to the necessity of relocating and improving this section of the Coast Highway but never is this assertion really pinned down. On page three you say:

> After the adjoining sections were reconstructed with improved alignment and increased capicity, the Highway Division came to view the Elk River-Port Orford scetion as an area of potential stress. 44

Has the traffic stress referred to been realized or is it only true on paper? Does the seasonal nature of the traffic really warrant this construction? Table III (p. 42) concerning air quality and the discussion of noise impacts (pp. 46-49) are both based on traffic projections derived from an Oregon State Highway Division model. What assumptions about future traffic does this model rely upon? Does it assume a continued increase of traffic as occurred in the past or does it take into consideration the present tourist traffic slump caused by the present state of the economy and the liklihood of future tourist decreases caused by a worsening economy and the possibility of higher gasoline taxes and shortages of gasoline? 45

On page 56 you state that "This project would provide a natural buffer for spotty development, which would detract from the natural beauty of the area." Why would the project be a natural buffer for spotty development? It seems to us that the project could possibly force relocation of those business enterprises which are now on the existing highway and so it could cause spotty development elsewhere and thus perhaps even lessen the aesthetic and visual quality of the area. 46

Response to Comments by the City of Port Orford

42. The comments are noted.

City of Port Orford, Oregon
97465

March 6, 1975

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We are very pleased that the highway north to Elk River will be relocated. This will be a great improvement in the safety, transportation, as well as appearance of entry into Port Orford from the north.

We understand that you are already moving toward
letting of bids and subsequent construction. The
City Council passed a motion asking that we write
to you urging the project be started as soon as 42
is possible. Especially, in view of the Federal
Funds released recently by President Ford.

We need this new highway stretch, and it will be a most valuable link in Highway 101 as a whole along this entire South coastal area.

Sincerely,
Leon White
Leon White
Mayor

Response to Comment by the Department of Geology and Mineral Industries

41. The final statement does include provisions for borrow site development and reclamation. Refer to the "Material Source" sections found in this document.

1859

**DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES**

MINED LAND RECLAMATION OFFICE

3523 S. PACIFIC BLVD., P.O. BOX 1028 • ALBANY, OREGON • 97321 (503) 928-5386

TOM McCALL
GOVERNOR

March 26, 1975

Oregon State Highway Division
Division of Transportation
Environmental Section
State Highway Building
Salem, Oregon 97310

Re: Elk River - Port Orford Section
Oregon Coast Highway, Curry Co.,
Oregon

To Whom It May Concern:

A review of the subject draft and Environmental Impact Statement indicates a very thorough evaluation of the environmental concerns and impacts relative to the proposed project. The final statement should include provisions to be instituted which will provide for the proper development and reclamation of the selected material borrow sites. 41

Sincerely,

Standley L. Ausmus
Administrator
Mined Land Reclamation

SLA/lb

Response to Comment by the Fish Commission of Oregon (now part of the Oregon Department of Fish and Wildlife)

40. The comments are noted. A concrete trestle structure has been chosen to cross Garrison Lagoon. Adverse impacts on Garrison Lake will therefore be substantially reduced. The stream crossing north of the pond will be made with fill and culvert, since a relatively small area of stream will be affected. Mitigative measures are discussed in the "Steps Taken to Minimize Unavoidable Adverse Effects" section.

Encroachment into the northern ponds will be held to an absolute minimum. Retaining walls or bin walls will not be used, as only a small quantity of fill is proposed (although one pond will be fill in any case). The recreational potential of the two remaining ponds will be protected.

A culvert meeting state fishery requirements will be used to pass Mill Creek under U.S. 101.

All cut banks and fills will be seeded and mulched to minimize erosion into waterways.

The planned means of crossing Garrison Lagoon would cause an excessive loss of the swamp area and could create long-term degradation of natural resources in the remaining part of the lagoon. Potential exists to cause disruptions to present water quality in Garrison Lake from sedimentation during and after construction.

Because of the problems discussed in crossing Garrison Lagoon with the planned fill and culvert on pages 30-33, we do not believe the alternative is acceptable. To reduce the impacts discussed therein, use of a concrete trestle structure would be our first preference. A structual steel arch over the drainageway instead of a corregated steel culvert would be our second preference.

We would prefer to see a structural steel arch used in the stream crossing north of the pond area discussed on page 34 rather than an earth fill and corregated steel culvert.

Encroachment into ponds discussed on pages 34-35 should be held to an absolute minimum to retain as much of the existing aquatic environment as possible. Retaining walls or bin-wall structures could be used to reduce the surface area of fills proposed in at least two of the three ponds. The recreational potential of these ponds should not be jeopardized in the undertaking of the project. 40

A baffled culvert meeting state fishery requirements for fish passage could be used for the drainageway from the east side of Highway 101.

All cut banks and fill slopes should be well seeded with grasses and shrub species and any other necessary measures should be taken to prevent erosion and introduction of sediment into waterways in the project area.

Our local contact man for this project is Mr. William Mullarkey, Fish Commission Field Lab, P. O. Box 1182, Brookings, Oregon 97415, phone 469-4239, should there be need to resolve fishery impact of the proposal.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 320 Return Date: JAN 2 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

Please see attached sheet.

Agency Fish By Ronald W. Hasselman

1-30-75

-90-

cc: G. L. Green, HWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
V. D. Wolfe
J. B. Boyd
R. E. Royer
County-City
D. E. Swan
B. L. Gifford
B. E. Brown
Alfred Shirley

1859

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

Stafford Hansell
Director

January 28, 1975

Mr. George Hopkins, Project Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Re: Elk River-Port Orford Section:
Oregon Coast Highway draft
Environmental Impact Statement
PNRS #7412 4 320

The State Clearinghouse has received additional comments suggesting areas for improvement on the subject draft Environmental Impact Statement subsequent to our January 24, 1975 letter. A copy of these comments and suggestions is attached for your attention.

Please consider this letter and attachment as an addendum to our previous letter.

Sincerely,

William M. Brown

William M. Brown
Acting Administrator

WMB:lw

Attachment

Response to Comments by the Oregon Wildlife Commission (now part of the Oregon Department of Fish and Wildlife)

35. The summary has been rewritten. The word "relocation," as used in the draft environmental impact statement, referred to the relocation or movement of six residences and three commercial businesses from the right-of-way area.

36. It has been decided that Garrison Lagoon will be crossed by a structure, not by fill and culvert. Therefore, additional information on fill and culverts does not appear appropriate.

37. The comment is noted. See "Protection of Wildlife Habitat" in the section on mitigation of impacts.

38. The table is revised, as suggested. Valley quail is marginal as far as being on this listing. However, the possibility exists that this species may be benefited by the highway construction and gain of habitat, so it was added.

39. The comment is noted.

Response to Comment by the Division of State Lands

34. The comment is noted.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 320 Return Date: JAN 2 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

Page iii, comment No. 3 is vague regarding relocation. Relocation of what was completed three years ago? 35

Page 32, last paragraph discusses the use of a culvert if a bridge is not economically feasible. Additional details need to be worked out concerning both the use of culverts and fills on this project. A Division of State Lands permit has not been applied for, therefore, the acceptability of culverts has not been determined. 36

Page 54, third paragraph discusses the desirability of not improving roadside habitat. We feel that right of ways could be developed to enhance species of wildlife that will not cause a threat to safety. 37

Page 40, Table II-A lists Species Whose Numbers Would Increase Because of Highway Construction and Gain of Habitat. Suggest that the word "Would" be changed to "May Increase". Also question whether valley quail should be on a list of increased species along this section of highway. 38

The Oregon Wildlife Commission district biologists request that they be kept informed on the progress of the project. 39

Agency Wildlife Commission By 1/15/75
Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7412 4 320 Return Date: JAN 2 1975

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway, we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office. 34

Thank you for the opportunity to comment on this project.

Agency *Lands* By

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

Robert W. Straub
GOVERNOR

S. Hansell
Director

January 24, 1975

Mr. George Hopkins, Project Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

Re: Elk River-Port Orford Section:
Oregon Coast Highway draft
Environmental Impact Statement
PNRS #7412 4 320

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Division of State Lands and the State Wildlife Commission offered the attached comments which should be addressed in the preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

William M Brown

William M. Brown
Acting Administrator

WMB:Lm

Attachments

c: January 29, 1975
G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
V. D. Wolfe
J. B. Boyd
R. E. Royer
D. N. Harwell
B. L. Gifford
B. E. Brown
Alfred Shirley

In summary, windthrow cannot be reduced by selective cutting to any degree during the construction phase of the project; however, it can be and will be practiced during the maintenance phase. Because of this, the problem of windthrow can be expected to be most severe immediately following construction and decrease significantly about twenty years after construction.

33. The exact number of residences in these adversely affected noise sites not protected by the sound berm is unknown. However, the number would not be more than five. No mitigation measures are planned for those residences, other than on Myrtle Lane, since there is no practical and feasible way to provide attenuation for these properties. During construction of the project, noise, air and water pollution control are mitigated by procedures in Section 107 of the Standard Specifications for Highway Construction and by other pertinent federal, state, and local laws and regulations.

Response to Comments by the United States Environmental Protection Agency

30. Refer to the response to comment 9. In the final environmental impact statement, the "Purpose" and "Project History" sections have been revised and expanded. In addition, a discussion of alternatives is found in the "Alternatives and Reason for Project Selection" section.

31. Attention is directed to the "Aquatic Impact Mitigation" subsection of the "Steps Taken to Minimize Unavoidable Adverse Environmental Effects" section of this final statement. Since a structure will be used to cross Garrison Lagoon, less than 0.1 acre of swamp habitat will be destroyed. Construction activities will be evaluated by the Department of Environmental Quality.

32. Mitigation measures are discussed in the "Protection of Wildlife Habitat" subsection of the above-mentioned section. The suggestion that trees in sensitive areas be protected by selective cutting rather than clear-cutting does not appear to be workable in this instance. A new highway alignment through wooded regions must be "clear-cut" so that road prism may be formed and surface drainage controlled. It is only in areas where the highway right-of-way is wider than the cut-and-fill boundaries that selective cutting would be possible. It is doubtful that additional cutting on a selective basis in such areas would be of value in reducing windthrow.

    Selective cutting is practiced, however, as trees and shrubs invade the right-of-way or landscape plantings and become of such a size that they present a safety hazard to the motorist.

Methodology to mitigate adverse impacts to the freshwater areas are briefly discussed on pages 32 and 33. The final statement should discuss the chosen alternative for crossing the sensitive areas, the impacts to occur, and the "special construction methods" that will be incorporated into the project (page 2). The proposed fill for the roadway will destroy over four acres of a fragile marshland habitat and place enormous stress on the remaining thirty acres. The burden of protecting the remaining marshland is shifted outside of the Highway Department's concern. Page 54 states that "habitat improvement of the right-of-way (should) be directed at maintaining the quality of the remaining marshland." How does the Oregon State Highway Department proposed that this be done? What mitigation techniques will be used in the lagoon area where "existing state standards...will be violated" during construction (page 31). 31

Forest habitats will also be temporarily and permanently affected due to the clearing and grubbing of wildlife dependent foilage. Again the draft statement offers no mitigating measures. Existing high windthrow conditions will be made more prevalent due to clearing. The statement should pointout sensitive areas which might be avoided by select cutting. 32

It is also stated that sound levels near three small residential groupings will exceed Federal Highway Administration standards. How many residences will be in this adversely affected area? It is stated on page 56 that an earth berm will be constructed along the westerly side south of Silver Butte Lane to protect the other two residential groupings at sites three and six? What measures will be taken to reduce noise impact during construction of the project? 33

Our comments on this draft statement have been classified LO-2, LO (Lack of Objections) 2 (Insufficient Information). The classification and the date of the Environmental Protection Agency's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our review on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft statement.

Sincerely,

For Walter D. Jaspers
Director
Office of Federal Affairs

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: 10RAOFA - M/S 623 January 28, 1975

Mr. George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed the draft environmental impact statement for the proposed Elk River - Port Orford Section, Oregon Coast Highway.

We find that the draft statement provides sufficient information concerning the adverse environmental impacts which are associated with the chosen alternative. An overall evaluation of the draft statement, however, indicates serious inadequacies concerning the alternatives to the proposed action.

Page iii of the draft statement states that "alternative locations are considered economically inappropriate, since right-of-way acquisitions have already been completed, and the difficulty of reconstructing the existing roadway precludes that alternative." The National "Environmental Policy Act" specifically states that each environmental impact statement must discuss alternatives to the proposed action. This statement does not fulfill that requirement. Guidelines published by the Council on Environmental Quality interprets this requirement in more detail. It is "essential" that each impact statement include "a rigorous exploration and objective evaluation of alternative actions that might avoid some or all of the adverse environmental effects. Sufficient analysis of such alternatives and their costs and impact on the environment should accompany the proposed action through the agency review process in order not to foreclose prematurely options which might have less detrimental effects." The final statement should, in detail, discuss alternatives to the proposed action and present additional information concerning the need for the project. This discussion should be related to the "no action" alternative. 30

February 6, 1975

cc:
G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
Victor D. Wolfe
J. B. Boyd
R. E. Royer
George Hopkins
B. L. Gifford
B. E. Brown
Alfred Shirley
D. E. Swan

Response to Comments from the United States Coast Guard, Department of Transportation

28. The potential for water pollution from oils, greases, settled air pollutants, and other hazardous substance discharges is discussed in the "Aquatic Impacts" section of this statement. Refer also to the response to comment 6.

29. Refer to the response to a similar comment (number 9) from the Department of the Interior. In the future, the Oregon State Highway Division would appreciate receiving specific comments that pertain to alleged areas of weakness in the statement. Without such guidance, it is impossible to respond to a "blanket" statement of failing to meet specified requirements.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (mep)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

5922/19-1
Ser mep 0086
24 JAN 1975

George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Division
Salem, Oregon 97310

Re: Draft Environmental Impact Statement Elk River - Port Orford Section Oregon Coast Highway Curry County

Dear Mr. Hopkins:

After reviewing the referenced draft EIS, we find that nowhere does it discuss the potential for water pollution from oil or hazardous substance discharges during the construction or operational stages of the project. We recommend that the final draft address this potential and discuss any preventative measure you plan to incorporate. 28

We also note that in general the draft EIS fails to meet the requirements of Department of Transportation Order 5610.1B, copy enclosed. 29

Sincerely,

S. S. BECKWITH
Captain, U. S. Coast Guard
Chief, Marine Safety Division
By direction of the District Commander

Encl: As stated

Copy to:
DOT SECREP
FHWA REG X

1-27-75
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
V. D. Wolfe
J. B. Boyd
R. E. Royer
Geo. Hopkins
D. E. Swan
B. L. Gifford
B. E. Brown
Alfred Shirley

providing bikeway facilities in this area. This bikeway will serve as a unit of the proposed Oregon Coast Bicycle Route, which is under consideration for the Oregon coast.

20. The structural crossing of Garrison Lagoon will allow small boat access in the Mill Creek channel. Entry into the boat access site is considered to be a matter of local concern and financing.

21. The comment is noted (this correction has been made).

22. See the response to comment 14.

23. The "Economic Impacts" section has been expanded. Refer to the revised section for discussion of these impacts.

24. The mandatory borrow site is terrace on private property and is presently used for sheep and livestock pasture. The reclamation plan presently calls for returning the site to that use after highway construction is complete. The private property owner would make the decision on alternative uses of his property site, including recreational use.

25. This section in the draft has not been recreated in the final environmental impact statement.

26. See the response to comment 9.

27. See the response to comment 9.

12. Refer to the discussion and listing of fish and wildlife resources, including nongame species, found in the following sections: "Aquatic Habitat," "Wildlife," "Aquatic Impacts," "Wildlife Impacts" (including Tables 2 and 3), and Appendix A.

13. Recreation sites in the Port Orford area are discussed in the "Economic Activity" subsection of the "Cultural Environment" section. An expanded discussion of recreation sites is found in Appendix C. Improvement of the Oregon Coast Highway will not change the access to these recreation sites. The project will provide a better highway system within the Port Orford area.

14. The highway project will cross, via structure, a marshy area, named Garrison Lagoon, and Mill Creek, which runs through the lagoon at a point approximately one-fourth mile east of Garrison Lake. Analysis of the adverse impacts associated with that crossing has indicated no detrimental impacts on recreation use and facilities in Garrison Lake. Therefore, a Section 4(f) statement is not deemed appropriate or necessary.

15. See the aquatic impact mitigations in the "Steps Taken to Minimize Unavoidable Adverse Environmental Effects" section of this statement.

16. The comment is noted.

17. Refer to the letter from the Oregon State Historic Preservation Officer in Appendix B and the discussion of historic sites in this document.

18. See the response to comment 9.

19. At present, there are no state-established bicycle routes in Curry County. Designation of the outside six feet of the paved shoulders of this new, two-mile facility as bicycle lane will be the state's first effort at

Response to Comments by the
United States Department of the Interior

9. The environmental impact statement is not a "pro forma" compliance with the provisions of the National Environmental Policy Act. As noted in the "Project History" section of this statement, the subject project was planned in detail prior to the enactment of NEPA and has proceeded in accordance with the Oregon Action Plan for Transportation Planning. It should also be noted that the Action Plan is not intended to be applied retroactively, but rather applied to a project as it enters the next stage of project development. The subject project is in the final design phase of the planning process.

   The decision to improve the highway section in a new corridor was made in 1969, and the required right-of-way was acquired. Factors (community values and attitudes, project need, safety, and so on) influencing this decision have not changed. Even so, the final environmental statement has been expanded to include more discussion of alternatives (refer to the "Alternatives and Reason for Project Selection" section). Three alternatives are discussed: (1) build, as proposed, (2) improvement of the existing highway, and (3) no-build. Design alternatives are also discussed.

10. See the "Alternatives and Reason for Project Selection" section of this statement.

11. A discussion of the proposed mitigation of adverse impacts on the aquatic resources of this project is found in the section entitled "Steps Taken to Minimize Unavoidable Adverse Environmental Effects."

SUMMARY

26 The fact that right-of-way has been purchased is not an irreversible action. The land acquired could be sold or put to other uses if a reasonable and prudent alternative were found.

27 In our opinion, we believe the draft statement does not provide a rigorous exploration and objective evaluation of the environmental impacts of the proposed action and all reasonable alternative actions, particularly those that might enhance environmental quality, or avoid some or all of the adverse environmental effects.

Sincerely yours,

Roy H. Sampsel

Roy H. Sampsel
Special Assistant
to the Secretary

cc: February 28, 1975
G. L. Green, FHWA
F. B, Klaboe
J. H. Versteeg
Gary Potter
V. D. Wolfe
J. B. Boyd
R. E. Royer
City/County
D. E. Swan
B. L. Gifford
B. E. Brown
Alfred Shirley

SPECIFIC COMMENTS

Pages 1 and 54. The analysis of alternative routes is superficial and weighted by the "after the fact - fait accompli" of already acquiring the new right-of-way and the relocation of affected residential and business entities. The purchase of the right-of-way and dislocation of families should not be claimed as a deterrent to alternate construction proposals. The purchased land could be sold to preclude excess State right-of-way land holdings. 18

Page 2, paragraph 3. The bikeway discussion should be expanded to consider its relationship to other bicycle routes and include graphics showing its place in the roadway prism. 19

Page 4, paragraph 4. We suggest that the construction contemplated would be an appropriate opportunity to achieve mentioned small boat access. This discussion should be expanded to show what consideration has been included in the highway proposal to provide entry to the referenced boat access site. 20

Page 7. The 200 mile figure stated for BLM roads in Curry County is excessive. A precise mileage figure is unavailable, but a more reasonable estimate would be to state that BLM roads in Curry County total less than 100 miles. 21

Page 15, last paragraph. The water quality discussion should include possible adverse effects of lowered water quality on Garrison Lake recreational use. 22

Pages 25 and 29. The economic impacts, referring to commercial enterprises along the route, are very briefly treated. The discussion suggests that business may be victimized by reduced revenue and possibly fail. This severe impact on the owners is treated in a shallow manner. The draft should discuss how that impact will affect land revenues, tax base, displacement of buildings and persons, etc. The discussion should include remedies or mitigations. 23

Page 49. It is suggested that feasibility of reclaiming project borrow material areas for recreation use be considered in site selection. It might then be practical, with cooperation of local and state agencies, to create additional recreational opportunities, i.e., fishing ponds through proper planning of material extraction. 24

Page 57. This section appears intended to justify the project and should be deleted. The referenced "beneficial" impacts have been previously discussed in the statement and need not be reiterated. We question the statement that "...this conclusion is further supported by the detailed analysis contained in the body of this report." 25

The draft lacks adequate description of fish and wildlife resources of the project area. A discussion of nongame species present as residents or migrants is omitted, and there is no mention of possible presence of endangered or threatened species. 12

The draft does not provide sufficient information to enable assessment of project impacts on recreation. The recreation analysis should include consideration of access from Highway 101 to numerous recreational sites in the area. If the project would ease entry to them, this should be discussed or, conversely, if it would disrupt or prevent access. 13

Potential involvement of Section 4(f) of the Department of Transportation Act is not addressed. The relationships of the proposal to recreational areas at Garrison Lake are not covered in sufficient detail to permit determination of possible impacts on recreational facilities. These relationships could be clarified by expanding graphics and narrative discussion in the text. We direct your attention to the findings of the Ninth Circuit U.S. Court of Appeals in Brooks vs. Volpe, et al. In this precedent setting case it was determined that actual taking of park lands was not necessary to define a Section 4(f) situation. If park lands are impacted by transportation projects, they are considered "used" for the purposes of Section 4(f). The draft does not provide adequate information about the park and its relationship to proposed construction to permit comment on need for a Section 4(f) determination in view of the Brooks vs. Volpe decision. 14

The draft satisfactorily describes hydrologic conditions and project impact on hydrology. However, where adverse hydrologic impacts are discussed (pages 32-33), the text says that these adverse effects can or will be minimized if certain procedures are followed or structures provided. We suggest that the statement should provide more positive assurance. 15

We commend you for your intention to have a competent scientist conduct an archeological survey of the project area before construction. 16

To comply with Section 106 of the National Historic Preservation Act of 1966, it should be determined if sites on, or eligible for, the National Register of Historic Places will be affected by the proposed project. The National Register was published in the Federal Register of February 19, 1974, and is updated monthly. Whether or not historic sites will be affected should be reported and documented in the statement. The Oregon State Historic Preservation Officer can advise on possible effects on sites eligible for the National Register. His address is State Parks Superintendent, 300 State Highway Building, Salem, Oregon 97310. 17

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

February 24, 1975

ER-75/26

Mr. George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed the draft environmental statement for US 101 (Oregon Coast Highway), Curry County, Oregon. For your convenience our comments are presented under general and specific headings.

GENERAL COMMENTS

The draft appears to be a "pro forma" compliance with the provisions of the National Environmental Policy Act. It is evident that the decision to build in this corridor is a foregone conclusion since a meaningful discussion of alternatives is not presented. The National Environmental Policy Act of 1969 requires that impact statements include information on alternatives to a proposed action. This draft does not comply since it analyzes only impacts of the proposal. 9

Other alternatives to the proposal should be considered and thoroughly discussed, beyond the briefly mentioned "no action" from page 1. These could include, but should not be limited to, widening within the current corridor, nonstructural traffic control measures, and a consideration of other corridor alignments by passing Garrison Lake and associated swamplands. 10

On page iii consideration of alternatives is repudiated by the comment
that "Alternative locations are considered economically inappropriate..."
Wetlands such as Mill Creek swamp and their associated flora and fauna
are being destroyed in several areas of the county by reclamation
activities. So, it is essential that such areas subject to project
effects are not destroyed until all feasible alternatives are thoroughly 11
investigated. Further, the draft notes that swamps and ponds in the
area are in short supply, but the statement proposes little or no mitigation for the impact. This point should be thoroughly discussed in
the final statement.

Response to Comment by the United States Department of Commerce

8. The Oregon State Highway Division operates under procedures that insure the relocation of all affected vertical and horizontal monuments, such as bench marks, triangulation stations, and traverse stations. In this case, sufficient advance notification will be made directly to the National Geodetic Survey mark maintenance engineer that relocation of the monument is required. The National Geodetic Survey provides the funding to cover the cost of relocating monuments.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

John Sullivan for
Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs

UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

January 29, 1975

Mr. George N. Hopkins
Project Development Engineer
Highway Division
Oregon State
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

The draft environmental impact statement for Elk River - Port Orford Section - Oregon Coast Highway, Curry County, Oregon, which accompanied your letter of December 6, 1974, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments. 8

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. It is recommended that provision be made in the project funding to cover costs of monument relocation.

February 6, 1975
cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
Victor D. Wolfe
J. B. Boyd
R. E. Royer
George Hopkins
D. E. Swan
B. L. Gifford
B. E. Brown
Alfred Shirley

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

Response to Comments by
Department of the Army, Corps of Engineers

3. Routine utility agreements and adjustments with the city and/or county would resolve any unanticipated relationships between the two projects.

4. For additional information on commercial development, refer to the "Future Development" section in the discussion of land use impacts in this statement. This section points out where development might occur as a result of this highway project.

5. Since a structure will be used to cross Garrison Lagoon, it is not expected that populations of aquatic organisms in Garrison Lake will be significantly reduced. Only a small fraction of the total swamp area (0.1 acres or 0.3%) will be removed as aquatic habitat. See the revised discussion in the "Aquatic Impacts" section.

6. A qualitative statement that greases, oils and settled air pollutants will enter the lagoon in limited quantities is made on the basis of projected traffic volumes. At present, the Highway Division does not have the required data or time to make sound quantitative predictions. Therefore, none is included in the statement.

7. The Oregon Coastal Conservation and Development Commission draft policies concerning resources of the Oregon coast, including estuary and wetland resources, have been reviewed. The proposed action does not appear to be in opposition to any of those policies.

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE ARMY
PORTLAND DISTRICT. CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND. OREGON 97208

REPLY TO
ATTENTION OF:

NPPEN-EQ

13 January 1975

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon Department of Transportation
Highway Division
Salem, Oregon 97210

Dear Mr. Schroeder:

The draft environmental impact statement for Elk River - Port Orford Section has been reviewed by the Portland District, Corps of Engineers. We have reviewed the statement and have no comments relating to the Corps of Engineers' functional area of responsibility and expertise, basically: flood control, navigation and hydro-power.

Several questions of a general nature arose during review and should
be considered during the planning process. The relationship, if any,
between the proposed EDA funded sewerage system for Port Orford and 3
the road bed alinement should be investigated. On page 27, paragraph 1,
last sentence, the basis for the assumption that relocation would allow
clustering of commercial land uses at more advantageous locations 4
should be addressed in light of statements on page 15, paragraph 1 concerning
overzoning and development patterns. On page 31, paragraph 1,
the effects of removal of marshlands which provide a significant segment
of the detrital food materials used by Garrison Lake organisms 5
should be addressed with respect to the potential reduction in the total
numbers of organisms the lake would be capable of supporting if a
segment of the marshlands were removed. Without adequate food sources,
a general decline in certain populations dependent on detrital material
could be expected. On page 33, paragraph 6, a reference to or estimation
of the quantities of greases, oils, and settled air pollutants 6
would be useful to support the contention that additions of these
materials to the swamps would be low. Reference to and discussion of
the Oregon Coastal Conservation and Development Commission draft policies 7
concerning coastal wetlands as they apply to the proposed action at
Garrison Lake would also be useful.

This opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

L. J. STEIN
Chief, Engineering Division

Response to Comments by
Department of Agriculture, Soil Conservation Service

1. The mandatory material site on the Harold Knapp property northwest of the highway is not infested with gorse (Ulex europaeus), though it has some scattered plants. However, the area of the proposed haul road is badly infested. Positive measures will be taken to control the spread of the species. Curry County requires such action and will provide assistance in this procedure. The following measures have been found to be effective controls and will be applied:

    a. The area along the haul route will be sterilized with either Simazine, Karmex, Atratrazine, or Hyvarx. Aminotriazole may be a desirable additive to these sprays. The effects of sterilization are expected to persist for one to three years.

    b. Vehicles and machinery used at the site will be cleaned before being moved out of the area.

    c. Spot control of gorse has been conducted in the past by highway maintenance personnel in cooperation with the Curry County Weed Sprayers Association. The control of individual plants, which may appear as much as four or five years after construction, is necessary on a continuing basis.

2. The comment is noted.

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
1218 S. W. Washington Street, Portland, Oregon 97205

January 6, 1975

George N. Hopkins
Project Development Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

We have reviewed your Draft Environmental Impact Statement for Elk River-Port Orford Section, Oregon Coast Highway, Curry County, Oregon.

There is one problem which we feel should be looked at and this is the proposal to remove gravel from the area which is infested by Gorse. The possibility of taking this gravel and removing it to other areas would infect other areas with this undesirable plant. It is our feeling that if gravel is used from this particular area care should be exercised to make sure that the gravel is not used in other locations thus spreading this plant. 1

We feel that the erosion control measures spelled out in the impact statement are adequate to control erosion in this area. It may be necessary to consider the use of fertilizers for more than one year following any erosion control seedings in order to properly establish the plants. We appreciate the opportunity to be able to review this environmental impact statement and offer our comments. 2

Sincerely,

James W. Mitchell

James W. Mitchell
State Conservationist

February 6, 1975

cc: G. L. Green, FHWA
F. B. Klaboe
J. H. Versteeg
Gary Potter
Victor D. Wolfe
J. B. Boyd
R. E. Royer
George Hopkins
D. E. Swan
B. L. Gifford
B. E. Brown
Alfred Shirley

CORRESPONDENCE INDEX

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[7] Now the Intergovernmental Relations Division.

COMMENTS AND RESPONSES ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Elk River-Port Orford Section, Oregon Coast Highway, Draft Environmental Impact Statement was released on December 13, 1974.

A listing of those governmental agencies and groups from which comments on the draft statement were solicited appears in the "Summary" section at the beginning of this document.

An index of correspondence from the agencies, organizations, and individuals responding to the draft statement is provided below. Copies of the letters and responses to specific comments follow this list.

that positive measures be taken to control the spread of this species. The measures that will be taken include sterilization (by spraying) along the haul route, cleaning of vehicles and machinery used at the site before being moved out of the area, and spot control of individual plants that germinate and grow near the new highway.

Access Control

The potential for significant secondary impacts associated with land development along the facility will be minimized by Highway Division policies to control access along the facility. This limited access, in conjunction with local zoning ordinances and comprehensive plans, is expected to preclude strip development and to encourage clustering of development around the local road system.

Adverse Noise Effects

To mitigate potential noise impacts at those residences west of the proposed highway along Myrtle Lane Road, a 600-foot-long earth berm will be constructed. The top of this sound berm will be approximately thirteen-feet-high above the highway.

Noise studies indicate that sound levels near three residential groupings will exceed the Federal Highway Administration guidelines: (1) on Zumwalt Lane, east of the project, (2) on and south of Silver Butte Road and along Myrtle Lane Road, and (3) west on Madrona Avenue. No mitigation measures are planned for those residences, other than on Myrtle Lane, since there is no practical and feasible way to provide attenuation for these properties.

Material Source

Adverse environmental impacts associated with the materials source will be mitigated by enforcement of all pertinent statutes, laws, ordinances, rules and regulations of the Federal, State, and local governments. Section 106, Standard Specifications for Highway Construction, Oregon Transportation Commission, 1974, provides for development, operation, and reclamation of sources. Special provisions and supplemental standard specifications will cover additional protection of the environment. The Highway Division has selected a mandatory source, leased the property from the private owner, and requested a surface mining permit from the State Department of Geology and Mineral Resources.

The aggregate material from the source will be removed in a manner consistent with proper reclamation. After completion of the operation, the source site will be reclaimed to nearly the original configuration. The premises will be left in a neat and orderly condition. The top 1-1/2 feet of topsoil will be stored northerly of the excavated area and will be used to cover the excavated terrace and backslope. The topsoil will be leveled, compacted, cultivated, and seeded. The graded area will be sloped to insure proper drainage. All structures and equipment will be removed from the area, and no refuse will be left behind. There will be no oil sump on the property, and excess and waste oil will be hauled away and disposed of properly.

The material source is in an area of Curry County badly infested with gorse (*Ulex europaeus*). This yellow-blooming, thorny, bush-sized plant is considered an unwelcome weed. Gorse is slow in becoming established, but where it is adapted, there are few other plants that will so completely dominate an area. Its persistence, impenetrability, constant fire hazard, and the ability to encroach on agricultural lands make it a serious brush pest. Curry County required

Coordination with Governmental Fish and Wildlife Agencies

The Oregon State Highway Division, in accordance with the Oregon Action Plan for Transportation Planning, Oregon Department of Transportation, 1974, has provided planning information to appropriate fish and wildlife agencies to facilitate their participation in an open exchange of views throughout the various stages of planning and project development. The State Fish Commission and Game Commission were initially introduced to the subject project in 1967, when the Highway Division furnished copies of the location study prospectus. During the A-95 process conducted in 1969, the State Wildlife Commission and Fish Commission were notified of the project plans. Subsequently, these organizations have contributed valuable information that has aided in project planning. In preparing the draft environmental impact statement, the Environmental Section's staff wildlife biologist and water quality specialist have, on several occasions, consulted members of these agencies. Copies of the draft environmental impact statement were distributed for comment to these state agencies and the Bureau of Sport Fisheries and Wildlife, Department of the Interior, in December, 1974. Comments were received from the State Wildlife Commission and Fish Commission. The Bureau of Sport Fisheries and Wildlife chose not to submit comments.

Erosion Control

Erosion controls will be instituted to prevent, or at least reduce, erosion of cut slopes. Post-construction erosion control measures are incorporated into the design of the project. Erosion control will include seeding and mulching to establish a vegetative cover on cut slopes to aid slope stabilization.

Log Pond and Mill Creek Crossing. Erosion of sediments from shallow cuts made in the area adjacent to the log pond will be minimized by seeding with grasses and shrubs and mulching. This will minimize the quantity of eroded sediments entering the pond. The same procedure will be used to minimize erosion from cleared areas and fill materials at the Mill Creek crossing. The culvert will be designed to allow for adequate passage of water and organisms, including trout. Heavy equipment will be kept out of the channel as much as possible. Removal of ripraian vegetation will be kept to a minimum.

Northern Ponds and U.S. 101 Culvert. Fill materials placed in each of the three ponds located at the north end of the project will be kept to a minimum in order to protect the recreational potential of this area, although one pond will be filled in entirely. Any fill materials placed in or near the ponds will be seeded with grasses and mulched to minimize erosion of that material into the ponds or nearby Mill Creek. Removal of riparian vegetation will be kept to a minimum and heavy equipment will be kept out of the ponds as much as possible. A culvert meeting state fishery requirements for fish passage will be used to pass Mill Creek under highway U.S. 101.

Protection of Wildlife Habitat

Adverse impacts on wildlife will center around the loss or alteration of habitat. Swamp fauna will be most severely affected because of the limited amount of marshland habitat. Therefore, the removal of riparian vegetation will be kept to a minimum and, whenever possible, cleared areas will be reseeded with suitable species of vegetation.

Improving roadside habitat, in addition to normal seeding and mulching procedures, does not seem desirable, since it often leads to increased road mortality.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Aquatic Impact Mitigations

Garrison Lagoon and Garrison Lake. The most significant step taken to minimize harm to the lagoon and the adjacent lake area is the use of a 500-foot long structure to cross the lagoon. About 0.1 acre of the swamp bottom will be taken by pile bents and approach excavation, as opposed to four acres which would be required for a fill. If at all possible, heavy equipment will be kept out of the swamp bed. The excavated area will be separated from remaining portions of the swamp during removal operations by berms or similar devices. The State Department of Environmental Quality will be consulted during construction activities to insure that water quality is being adequately protected. Construction activities will take place at times other than the spawning and migration periods of Garrison Lake fish species. Those periods are spring, late fall and the winter months.

Fill slopes and cleared areas adjacent to the lagoon will be seeded to minimize erosion in that area.

Due to the length and low gradient (0.2%) of the proposed structure, it is not possible to direct bridge runoff to each end of the structure. Deck drains will be installed at fifty-foot intervals. However, quantities of pollutants expected in the runoff water are judged to be low, based on projected traffic volumes.

The existing county roadway fill at the west end of the lagoon tends to restrict water circulation between Garrison Lake and Garrison Lagoon, although circulation is facilitated somewhat by tidal action or mixing. The fill acts to retard the entrance of pollutants into the lake.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The commitment of land already acquired for highway right-of-way precludes its use for other purposes. The possibility exists that, if the project is not built, this right-of-way property might be developed for residential uses; however, sufficient other vacant land is available to absorb all foreseeable development.

It is generally understood that the human resources, the public funds, and most of the materials used in construction are irretrievable in a project of this nature. The same would be true of the marshland and living elements in the natural habitat that are removed or destroyed.

the benefit of separating traffic. The old roadway would remain to serve basically a collector-distributor function for local traffic; through traffic would be diverted over the new section.

The project would decrease commercial activity of a tourist-oriented nature on the bypassed old roadway. It would, however, introduce pressures for more intensive development of those suitable areas along the new highway and at major intersections. Adverse noise levels along the existing highway will reduce; however, if traffic projections are realized, some residential areas adjacent to the new route will be subject to noise levels in excess of current Federal Highway Administration guidelines.

RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

In the short term, this highway project will involve converting private land to public highway use, clearing forestland and marshland, surface mining for suitable aggregate, and construction of the highway facility.

In anticipation of the realigned highway construction, private property in Curry County has been acquired as right-of-way for public highway use. Although fair market value was paid for the property and relocation assistance was paid where appropriate, the acquisition of this land necessitated the relocation of six families and three business operations.

The highway alignment will cross forest lands (73 percent), improved property, and marshland. Crossing of the forest area will require clearing that area of trees and other vegetation. Riparian and terrestrial habitat for wildlife will be destroyed. This will have the effect of reducing existing wildlife populations and changing the faunal species mix adjacent to the highway area. The crossing of the Garrison Lagoon and Mill Creek will adversely affect the aquatic habitat, although mitigation measures will reduce those effects. Soil erosion will be greatest during the period excavated soils are exposed.

The project will require surface mining of 21,200 cubic yards of aggregate material from a new source. During construction, temporary noise, dust, and degradation of water quality will occur. Construction of the new highway would temporarily and intermittently cause inconvenience and delay to users of the Oregon Coast Highway.

The long-term effects of the project would include both benefits and losses. The new highway would decrease travel time and would contribute to increased highway safety, rideability and service. The proposed project would have create a congested and potentially dangerous condition in this section. The basic configuration of the highway section negates adequate improvement of the section through maintenance. Safety for school children, pedestrians and bicycle traffic will continue to worsen.

Because of increased traffic volumes, a gradual increase in noise and air pollution levels can be expected along the section. Already adverse noise levels are being experienced at some residences along the route. The residential livability along the highway will be degraded.

If the no-build alternative were selected, the right-of-way acquired for the improved highway would be surplus and unused. Part or all of this land would be sold to buyers in the private sector and would return to the tax rolls. Increased revenue would be forthcoming to the city and county, but the amount would be dependent upon the value of the property after sale.

County has proposed extending an arm of Garrison Lake between the proposed new alignment and the present highway. To date, there has been no firm planning for this lake development. Since the crossing of the Garrison Lagoon will be by structure instead of embankment and culvert, the bridge structure would allow small boat passage, if the lake arm development plans are implemented by the county.

Major Design Changes Subsequent to the Public Hearing

Subsequent to the design public hearing, several features of this highway project have been redesigned. The proposed facility will be four-lane only at the southerly end of the project. The remaining portion of the highway section will be two-lane with eight-foot shoulders. At major public road access points, a sixteen-foot-wide paved median for channelization will accommodate desired left-turn movements. As previously described, the main crossing of Garrison Lagoon will be by structure. Other minor design changes have been made, but these do not warrant environmental analysis.

No-Build Alternative

The do-nothing or no-build alternative would lead to continuing use of the highway section, despite its substandard configuration in grade, curvature, width and uncontrolled access. Constructed to standards suitable for the transportation needs of forty years ago, it now is considered unsafe for the present highway user. The section also has the dubious distinction of being located between modernized sections of U.S. 101.

Projected ADT's will exceed the design capacity of the section, decreasing its serviceability and safety. Presently, summer tourist travel volumes and engineering values. Corridor 2 is the logical routing for improvement of this highway between the indicated termini. Likewise, Corridor 2 is shorter, has less central angle and lighter curvature, is less costly, requires less residential and commercial displacement and allows better access control than Corridor 1. The testimony from the public hearing and subsequent correspondence from local officials supported the decision to select this relocated route.

Design Alternatives

A design public hearing on the proposed project was held in Port Orford on January 15, 1970. At the hearing, the proposed facility was to be a four-lane highway having a variable median 4 feet to 16 feet wide, twelve-foot travel lanes and ten-foot shoulders and having limited access. A review of the hearing testimony and accompanying statements indicated general approval of the proposal. There were some suggestions for minor modifications for access and circulation within the local road system.

The Curry County Commissioners requested a major intersection on the Oregon Coast Highway be created for a proposed new east-west road connecting Garrison Beach Wayside Park with U.S. 101. (The undeveloped beach wayside is also locally referred to as "Paradise Point State Park.") Since the State Parks Division has no immediate plans to develop the twelve-acre wayside park, the Highway Division does not plan to participate in the construction of the park access road. The local county and city street system provides adequate access to the beach wayside area at this time. However, a road connection on the new highway will be constructed for future access to Paradise Point Road, Garrison Lake and the ocean.

Also, a request was made by the Curry County Commissioners for small boat access to be provided in the Mill Creek Channel at Garrison Lagoon. Curry forestland. Wildlife habitat will be reduced. Anticipated construction in this corridor has changed the nature of the businesses along the existing highway (to become a bypass route) from one heavily dependent upon recreational through traffic to one more dependent on local trade. Noise impacts will occur in only three small areas near the proposed highway.

Other Corridors Suggested at the Hearing

The corridor hearing in 1969 produced three other suggestions concerning the location of the facility through the city of Port Orford. One suggestion was to utilize the existing highway through the study area, but to use Jackson Street (two blocks east of the existing Oregon Coast Highway, called Oregon Street in the city of Port Orford) through town. Another suggestion was to utilize Corridor 2 (the new westerly alignment) and Arizona Street, which is two blocks west of Oregon Street. Both of these suggestions were evaluated but not pursued because either one would create a second arterial route through Port Orford which could add to traffic problems. A wide, sixty-four-foot curb section in presently in operation along Oregon Street, which can handle the projected traffic volumes without stress.

The other suggestion from the hearing was to form a couplet using Corridor 2 as the southbound leg and Corridor 1 as the northbound leg. This plan was not considered feasible because it was felt that the two legs would be too far removed to provide efficient crossties between them. Likewise, since no crossties presently exist, these connections would have to be built. In addition, travel time would be increased, which is an inherent quality of a couplet system.

Selection of the Project Corridor

Selection of Corridor 2 over Corridor 1 was based primarily on economic

Corridor 2 diverges from the existing highway to head in a nearly due south direction to the common ending point at 20th Street. The route through this corridor would cross Knapp Road about 50 feet west, Silver Butte Road about 300 feet west, and Madrona Avenue about 400 feet west of their respective intersections with the existing Oregon Coast Highway.

Except for one gentle curve near the midpoint and slight curves at each end, this new corridor would have a tangential alignment. Maximum gradient is two percent. Construction in Corridor 2 is 2.0 miles, 0.1 mile shorter than Corridor 1. This corridor is primarily through undeveloped rural land.

By virtue of its position, this corridor would have the access control appropriate for a facility of this type, and, thus, the problem of congestion would be reduced. The existing highway would carry low traffic volumes, and its primary function would be providing access to owners of abutting property. The proposed project would thus have the benefit of separating traffic by function and would provide a better relationship between the street and highway network and adjacent land use.

The right-of-way required for this alignment has displaced six families and three businesses. The realized cost for right-of-way acquisition and relocation assistance is $232,422. The right-of-way has been acquired and relocation of affected residential and business elements has been accomplished.

The estimated cost of the highway project in this corridor is $2,100,000.

During construction in this corridor, traffic would use the existing facility, thus eliminating any need for constructing temporary detours.

In this corridor, the natural environmental impacts are greater than in Corridor 1, since the alignment crosses the Garrison Lagoon, Mill Creek and

The estimated cost (1975) for improving the existing highway is $2,350,000.

Although the existing highway would be improved, the function of the highway would continue to be multiple-purpose. Conflicts between local and through traffic would continue to create congestion and dangerous merging situations. Detours would have to be provided to allow for the separation of construction workers from motorists.

The impacts on the natural environment from utilization of this corridor would be minimal in comparison with the cultural impacts. Construction in this corridor would not require crossing of a major drainage as in the other corridor. The aquatic and terrestrial habitats would be minimally affected. Wildlife use patterns have already changed because of the disturbing effects of the existing highway. Nonetheless, further alteration of the corridor would decrease the suitability of the habitat for wildlife.

The most significant social impact would be family and business displacement. Tourist-oriented businesses, not affected by right-of-way acquisition, would continue to be visible and on a major recreation route. Therefore, the economic impacts on these businesses would be slight. Noise levels would be increased for those residents near the improved highway. The improvement of the highway in this corridor would not greatly improve the safety of children riding school buses.

Corridor 2--Realigning in a New Westerly Corridor

The proposed project will utilize this corridor. The environmental impacts have been discussed in detail in the previous sections of this statement. However, for comparison, consider briefly the following summary information.

Corridor 1--Improvement in the Existing Corridor

Corridor 1 is more or less coincident with the existing highway from the common point of beginning to the common ending point. Construction in this corridor would be 2.1 miles. The highway would be improved through a moderately developed suburban area of Port Orford.

This present route is restrictive in regard to passing sight distance because of grade and alignment, and also is restrictive because of the numerous access conflicts. Modification of the horizontal and vertical alignment would be necessary to ensure adequate sight distance. There are nine curves having a combined central angle of 245 degrees through this corridor, including one ten-degree curve, which is the maximum. Maximum gradient is five percent. Improvement through this corridor could result in a reduction of the number of curves to five or six, depending upon the amount of damage that could be tolerated with respect to abutting properties. Properties on one side or the other, and possibly both sides, would be damaged in order to develop the right-of-way to accommodate the facility. The right-of-way impact would be decreased if a two-lane facility, instead of a four-lane facility, was assumed.

The improvement of the existing facility would result in better control of access along the highway. However, there would still be several access points remaining to serve the owners of abutting property.

The impact of acquiring additional right-of-way to improve the highway in the existing corridor would be severe, since the area is moderately developed with residences and businesses. The right-of-way would involve the displacement of twenty-five family residences and four commercial businesses. Proper relocation of the twenty-five families would require, in some instances, the moving of houses to remaining land, as well as the use of all other available housing. The adverse impact on residences and businesses would be less if right-of-way for a facility of two lanes were needed.

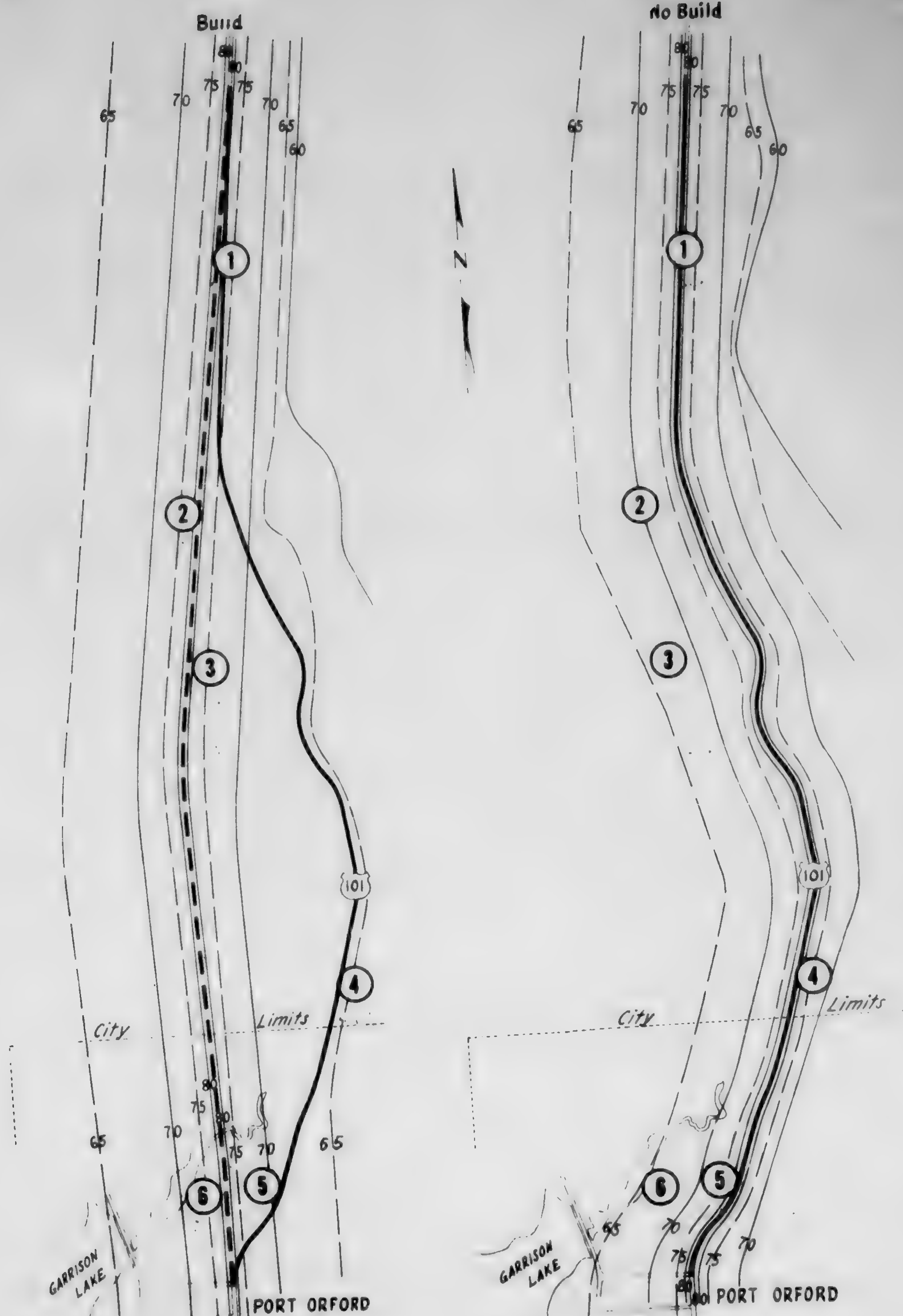
ALTERNATIVES AND REASON FOR PROJECT SELECTION

Prior to the formal corridor hearing on this project in April, 1969, the Oregon State Highway Division conducted a corridor location study of the Elk River-Port Orford Section. Two alternative corridors were evaluated and presented at the public hearing--upgrading the existing route (Corridor 1) and realigning it in a new corridor (Corridor 2). The response from the public hearing was favorable for the realignment of the highway in the new corridor. Subsequently, the Federal Highway Administration approved the corridor, and the Oregon Transportation Commission gave the Highway Division authorization to proceed with purchasing right-of-way for eventual improvement of the facility in that corridor. Right-of-way acquisition has been completed. The section has not been constructed, due to the lack of available funding and priority scheduling.

In the draft environmental impact statement, the Highway Division concentrated heavily on environmental analysis of the impacts of the selected alternative--improvement in a new corridor. However, several who commented on the draft statement requested further disclosure and evaluation of other alternatives. The following supplementary information is provided regarding environmental impact potential in the existing corridor and comparative analysis of the alternative corridors.

Corridor Alternatives

The common point of beginning for the corridor study area was on the Oregon Coast Highway, about 0.3 mile north of Knapp Road. The common ending point was on the Oregon Coast Highway at Twentieth Street in the city of Port Orford. At the time of the corridor study, the highway facility was to be continuously four lanes. The comparison, hereafter described, assumes such a facility.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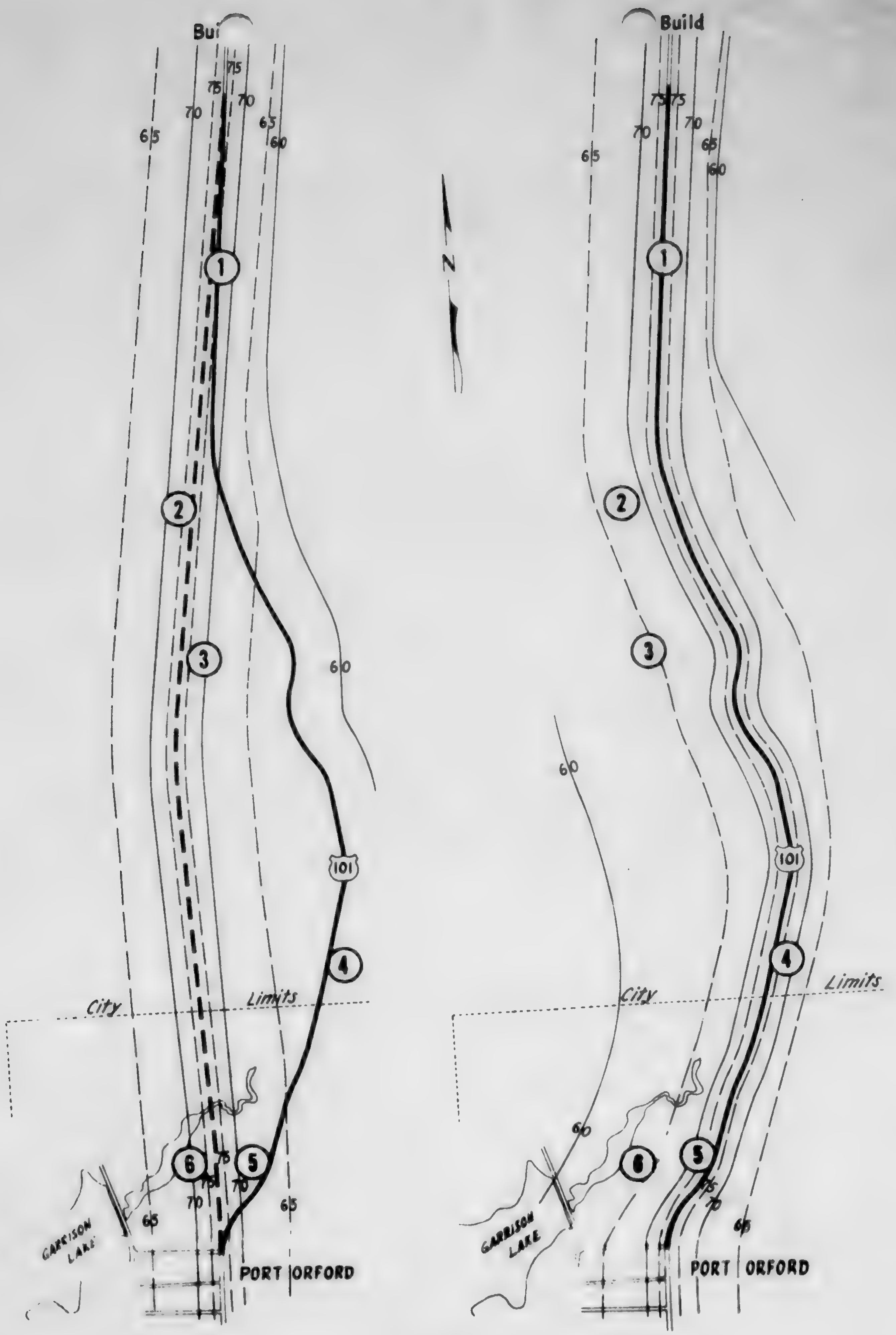
City
Limits
GARRISON LAKE
PORT ORFORD

NOISE CONTOURS
1993

— — PROPOSED LOCATION
═══ NOISE CONTOUR LINES
NOISE LEVELS EXPRESSED IN DbA VALUES

FIGURE 12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PORT ORFORD
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GARRISON LAKE
PORT ORFORD

NOISE CONTOURS
1973
— — PROPOSED LOCATION
═══ NOISE CONTOUR LINES
NOISE LEVELS EXPRESSED IN DbA VALUES

FIGURE 11

The 1993 build contours indicate that sound levels near three small residential groupings will exceed the FHWA guidelines. These areas are Zumwalt Lane (Site 3), on the south of Silver Butte Road (Site 2), and near Madrona Avenue (Site 6). A comparison of the build and no-build contours shows beneficial noise impacts for residences along the existing roadway.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

1. Garrison Lagoon will be crossed by the alignment and will be degraded as aquatic habitat, although the use of the crossing structure over this area will greatly reduce the magnitude of adverse effects.
2. Clearing and grubbing for highway construction will remove valuable forest and marshland habitat and will displace and modify existing populations of forest and swamp fauna.
3. The introduction of the highway, an unnatural element in the landscape, will visually degrade the forest and other natural areas.
4. The proposed realignment of the highway has required the acquisition of six residential properties and three small business operations in the right-of-way area.
5. The potential for economic decline is evident for businesses along the existing highway that depend strongly on tourism and through traffic for their survival.
6. By 1993, if traffic projections are realized, there will be three small areas where noise levels will exceed current FHWA guidelines.

Table 6

Sound Measurement Summary of Elk River-Port Orford

Site Description	Noise Descriptor	Average Sound Reading (dBA)	Maximum Sound Reading (dBA)
Site 1 (Existing Highway)	L_{10}	69.5	75
	L_{50}	55.8	62
	L_{90}	47.0	53
Site 2 (New Highway Location)	L_{10}	54.4	58
	L_{50}	45.2	48
	L_{90}	38.7	41
Site 3 (New Highway Location)	L_{10}	50.0	53
	L_{50}	42.6	45
	L_{90}	38.4	41
Site 4 (Existing Highway)	L_{10}	66.0	69
	L_{50}	53.1	58
	L_{80}	42.1	45
Site 5 (Existing Highway)	L_{10}	66.8	70
	L_{50}	55.0	58
	L_{90}	45.0	51
Site 6 (New Highway Location)	L_{10}	53.5	57
	L_{50}	45.1	46
	L_{90}	39.5	41

Note: Measurements were taken on 10-9-73 and 10-10-73 between the hours of 8:00 a.m. and 4:00 p.m.

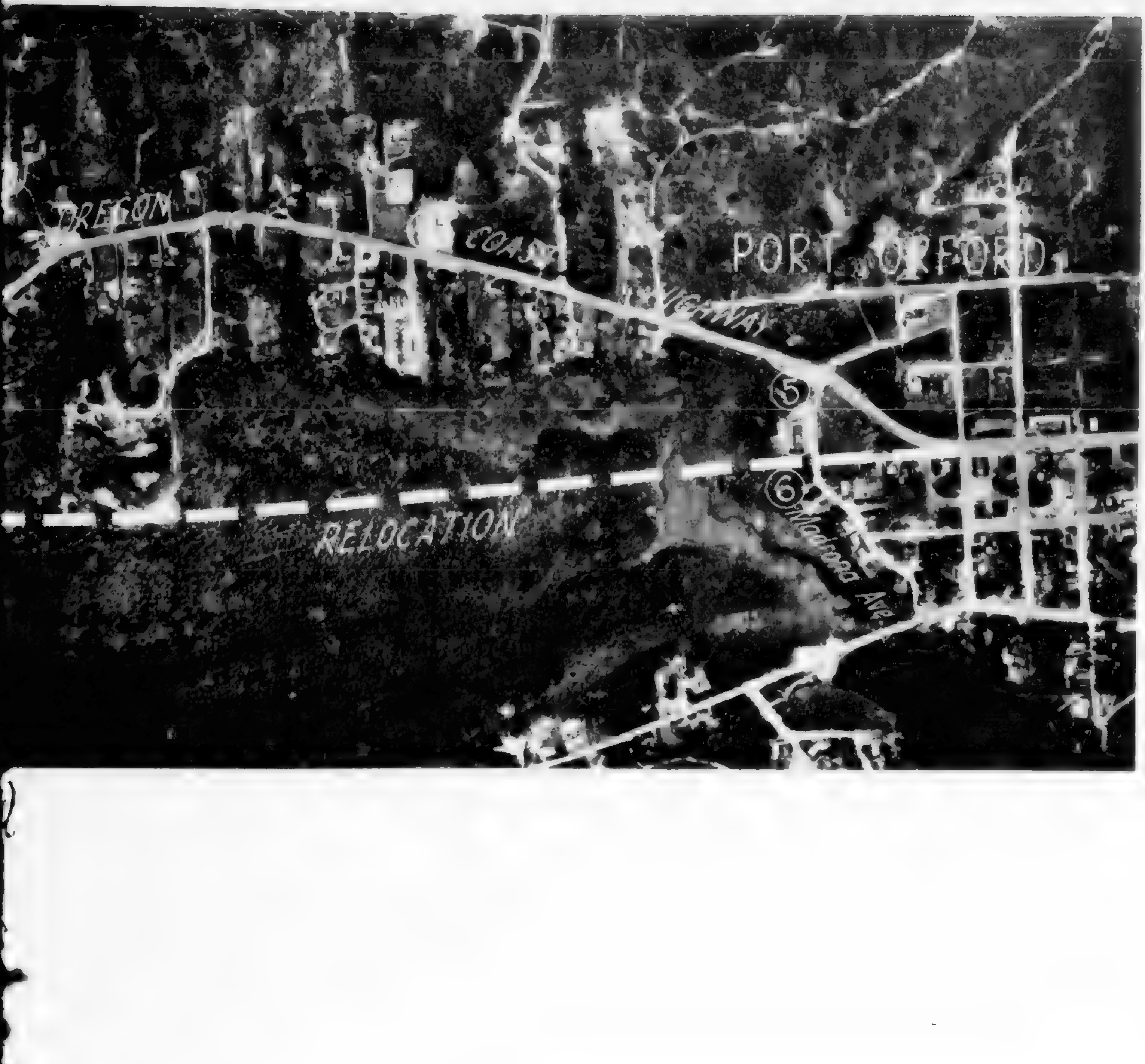
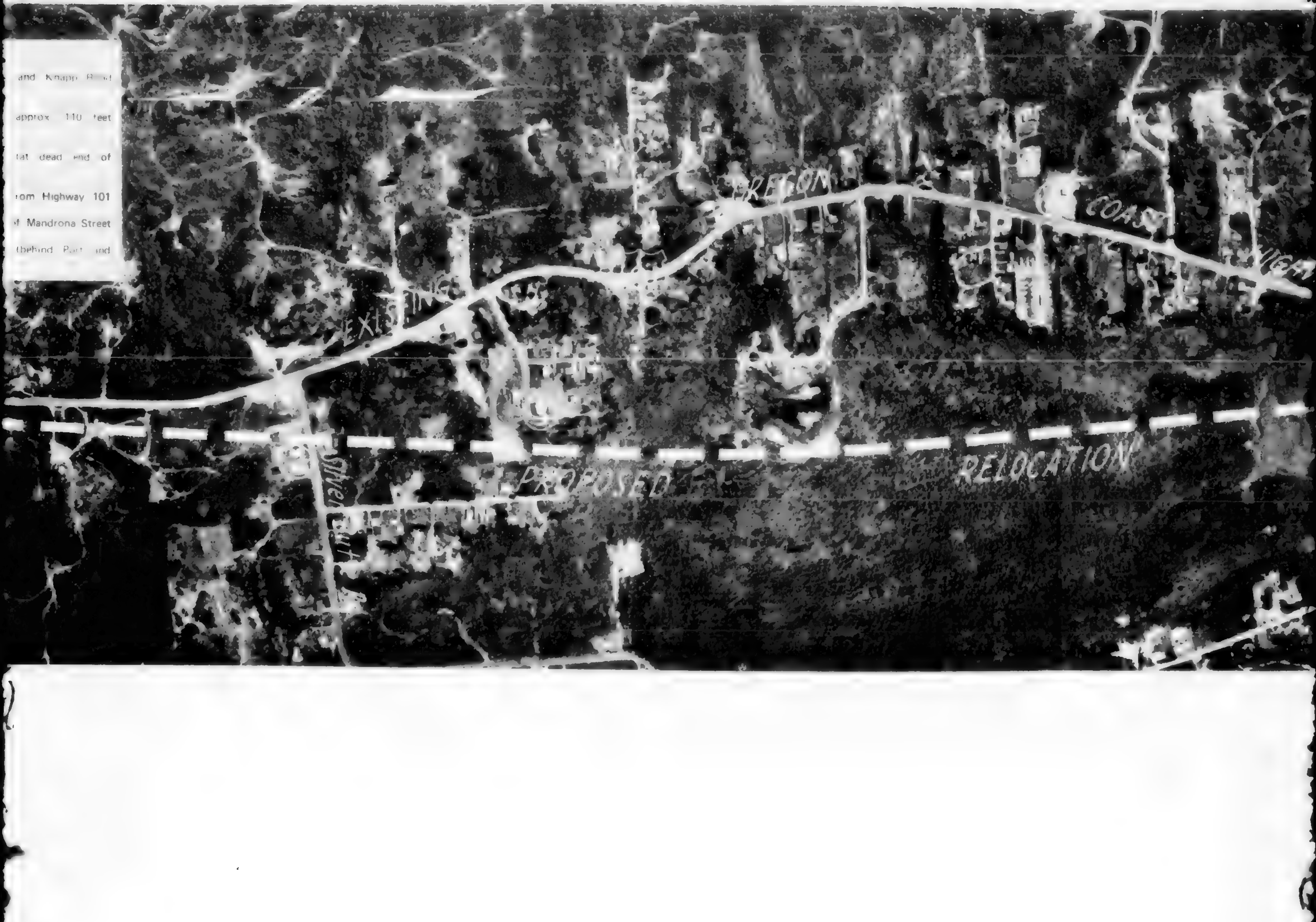
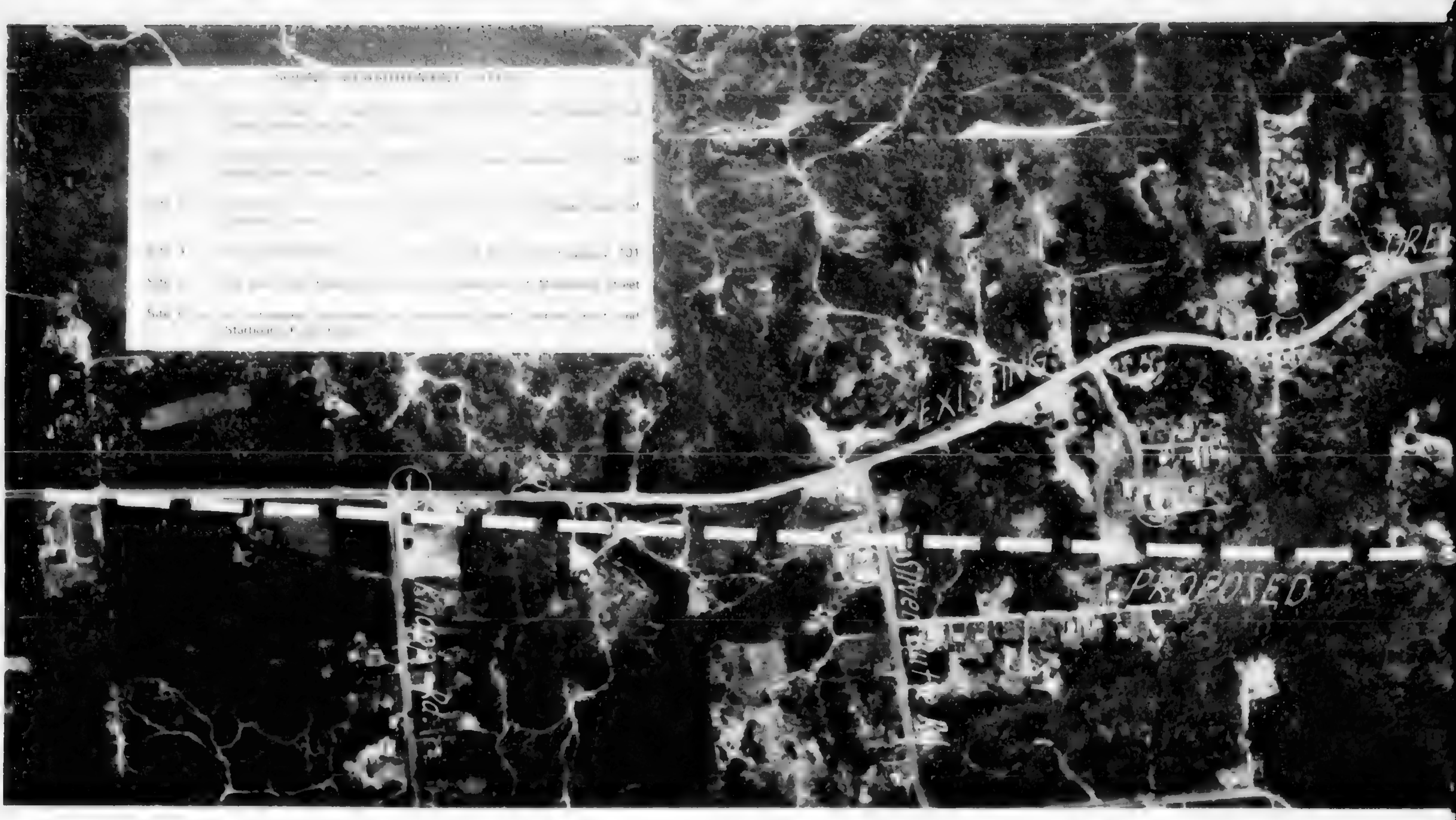

OREGON
COAST
HIGHWAY
PORT ORFORD
5
6
RELOCATION
Madrona Ave.

FIGURE 10


and Knapp Road
approx. 110 feet
at dead end of
rom Highway 101
f Mandrona Street
(behind Port and
EXISTING
OREGON
COAST
HIGH
Oliver
PROPOSED
RELOCATION


EXISTING
PROPOSED

Truck noise on the new location will be relatively less because of fewer curves and less grade change.

Sound Measurements. Sound measurements were taken at six locations in the project area (see Figure 10). Sites 1, 4 and 5 are approximately 50 feet from the edge of the existing highway. Site 1 is well outside the city limits, where traffic reaches normal operating speed. Sites 4 and 5 are on the outside of town, where traffic speed is changing. Sites 2, 3 and 6 are along the proposed route and represent three areas expected to have noise impacts.

Sound levels along the existing roadway are more than twice as loud (10 dBA greater) as the ambient background level along the proposed alignment. This can be seen by comparing the study results in Table 6. Sites 1 and 5 already exceed the Federal Highway Administration noise guideline of 70 dBA L_{10}. Figure 14 in Appendix D may be helpful in judging the loudness of sounds. A definition of terms is also given in the appendix.

Impacts. A computer model developed for the Federal Highway Administration[5] was used to make the 1973 and 1993 sound-level predictions for the build and no-build options. Traffic projections (number of cars and trucks and speeds) for peak truck hour (2:00 to 3:00 p.m.) used in the analysis were obtained from the Oregon State Highway Division Planning Section.[6] The computer model also took into account natural topographical features such as the position of the receiver and roadway elevation and natural barriers. The results are shown in Figures 11 and 12.

[5] J.E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportation Systems Center for the Department of Transportation (Washington D.C.: Department of Transportation, 1972.)

[6] Sound level predictions for the no-build option in 1973 are somewhat higher than the measurements at sites 1, 4, and 5 would indicate. This is due, in part, to an unusually low truck mix during the time of measurement.

The 1973 no-build option, which has the highest total emissions, has the maximum potential for air pollution. The road section north of Port Orford, while still inside the city limits, carries 5,200 vehicles in average daily traffic (ADT) at 40 miles per hour and has the highest traffic volume at the lowest speed. If the DEQ and EPA air quality standards are not violated in this worst-case section, then they will not be exceeded should any other of the alternatives be chosen.

The resulting CO concentrations show 1.0 mg/m^3 on the roadway and .5 mg/m^3 at 50 feet downwind from the roadway for the worst eight-hour conditions. Adding an assumed ambient background concentration of 2 mg/m^3 for rural environments, the approximate concentrations for the roadway and 50 feet downwind would be 3.0 mg/m^3 and 2.5 mg/m^3, respectively. The Department of Environmental Quality and Environmental Protection Agency ambient air quality standard for CO is 10 mg/m^3 for an eight-hour period.

Clearly, the above worst-case conditions are significantly below the 10 mg/m^3 maximum eight-hour standard; hence, no significant impact will occur. Since all other alternatives have lower total CO emissions, none of the emission levels would exceed state and federal standards.

Noise Impacts

Most residences in the project area are on or near the existing highway and are therefore subject to all of the adverse noise impacts derived from motor vehicles. Shifting traffic to a more distant location would be of benefit to those residences. However, for those few homes close to the new location, the opposite will be true. Noise levels in three isolated areas in the proposed corridor will exceed the Federal Highway Administration noise guidelines unless earth berms or other noise control features are developed. (These three locations are sites 2, 3 and 6 and are depicted in Figure 10. Acoustics study terminology and federal standards are described in Appendix D.)

Table 5

Summary of Total Emissions
(Tons/Yr.)

Pollutant	1973 No-Build	1973 Build	1993 No-Build	1993 Build
CO	174.5	161.6	118.8	108.5
HC	34.8	32.8	18.4	15.5
NO_x	34.5	36.3	33.2	38.1
Pb	0.5	0.53	0.38	0.48

Derived from an Oregon State Highway Division model.

The decreased CO emmissions in the build proposals would result from unrestricted, constant-speed traffic. The decreased emissions between 1973 and 1993 would result from more stringent emission controls on vehicles and lower amounts of lead additives. Increases in nitrogen oxides and particulate emissions in the build proposal are due to the higher average speed. Normally, the increase of NO_x emissions is considered a negative impact. However, because Port Orford is not a large urban area, the increased emissions should not cause an adverse impact. Further evaluation is not considered necessary.

In air quality studies, the alternative that would cause the greatest total emissions usually has the highest pollutant concentrations and is singled out for further investigation. A mathematical model is used to predict the CO concentrations along the proposed highway.[4] Results are compared with Oregon State Department of Environmental Quality and Federal Environmental Protection Agency standards to determine the air quality impacts. The worst-case prediction assumes a two-mile-per-hour wind from the west with a stability class "D." (Stability class "D" is a neutral category that assumes little temperature variation at different elevations.) This condition is assumed in this study because Port Orford is on the southern Oregon coast, where it is frequently cloudy and overcast.

[4] California Line Source Model.

If the comprehensive plans were changed to allow development (and assuming that development would occur on those prime developmental areas as shown on Figure 7), then commercial development would most likely occur at the northern end of the project and at the southern end of the project within the city limits of Port Orford, where the main local street access connections will intersect with the new highway.

Schools

It is expected that improved safety for students will be an important impact of this project. There are many children who are picked up along the old highway, which will continue to be used by school busses. Safety of school children along the highway is of special concern to school administrators because of the high potential for accidents and past experience of accidents.

Air Quality

Under all four alternative proposals (1973, Build and No-Build; 1993, Build and No-Build), the following are considered:

1. The total emissions in tons per year of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), and lead particulates (Pb) from auto traffic on the road system in 1973 and 1993.
2. The pollutant concentration of carbon monoxide (CO). Carbon monoxide concentrations are used as an indicator of impact for the above pollutants because carbon monoxide is inert (does not react with other gases) and can be easily used in mathematical models.

The total emissions for all alternatives are calculated by considering such factors as distance traveled, average daily traffic (ADT), emission factors of vehicles,[3] and speed adjustment factors. A summary of predicted total emissions is shown in the following table.

[3] The latest legislated delay in automotive emission standards was not used in this analysis.

ACCESS POINTS

(Approximate Locations)

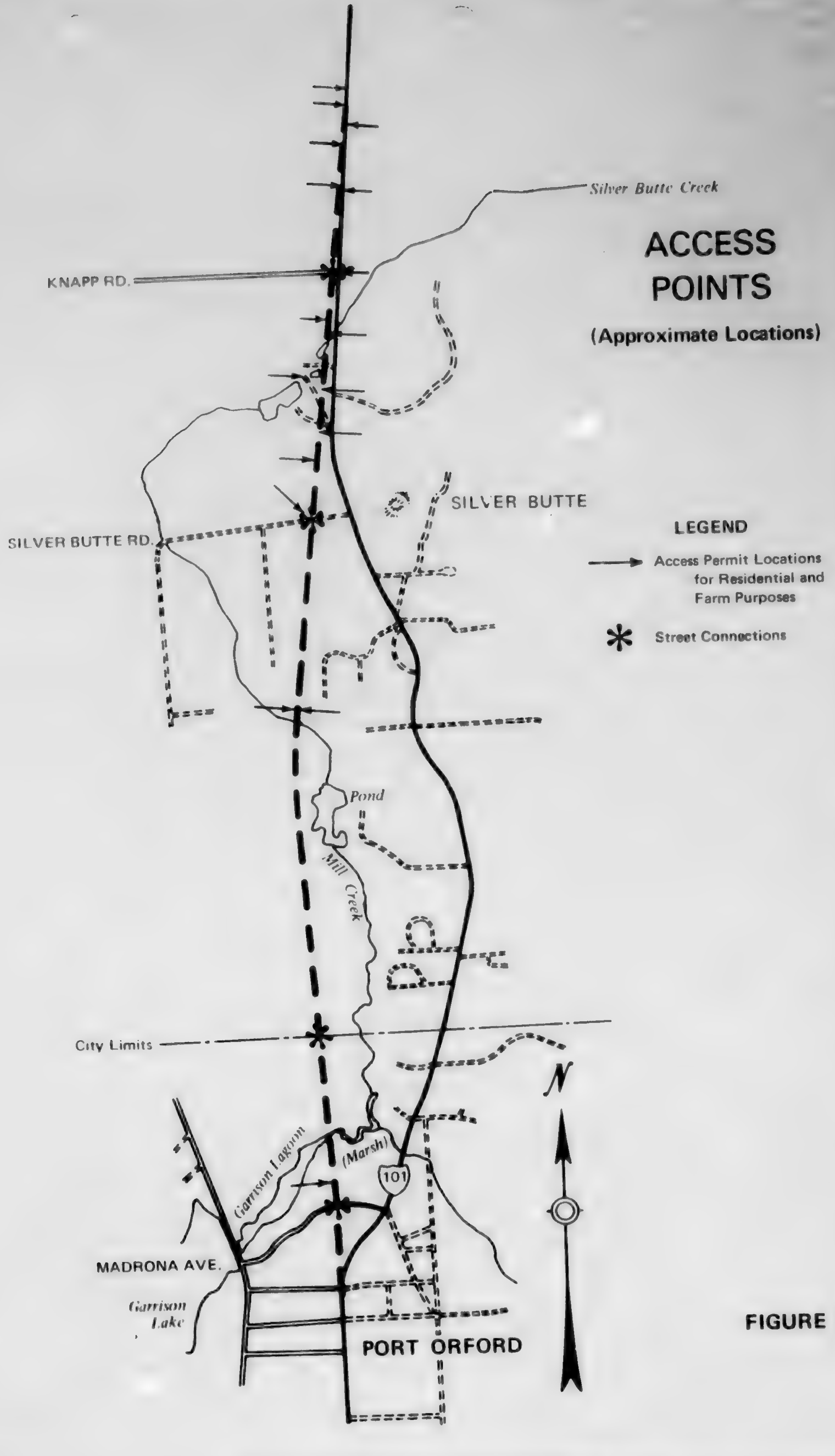

Silver Butte Creck
KNAPP RD.
SILVER BUTTE
SILVER BUTTE RD.
LEGEND
Access Permit Locations for Residential and Farm Purposes
Street Connections
Pond
Mill Creek
City Limits
N
Garrison Lagoon
(Marsh)
101
MADRONA AVE.
Garrison Lake
PORT ORFORD

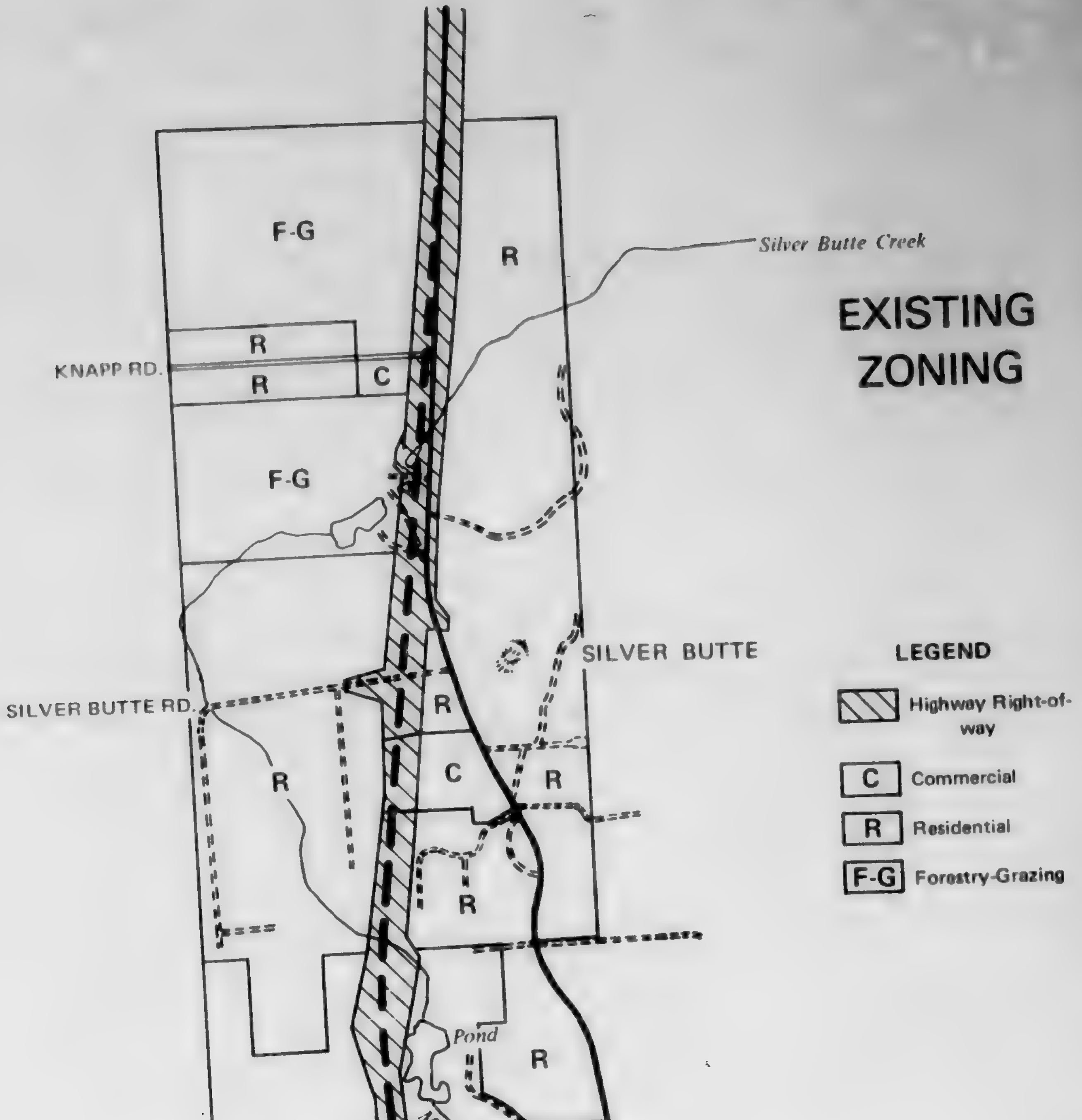
FIGURE 9

contain provisions for commercial development. The comprehensive plan designates this area of Curry County as agricultural and low-density residential.

Access permits for residential and farm purposes have been granted mainly at the northern end of the project (see Figure 9 for the general location of access permits). One access point has been granted for a property zoned commercial near Knapp Road. For additional commercial development to occur along the new section of the highway, changes in the city and county comprehensive plans would need to be made. If changes were to be made at those locations in the county where no access is available, permission for access would have to be obtained from the Oregon State Highway Division. Within the city limits, the city can grant access.

Currently, Curry County has developed a comprehensive plan and zoning ordinance as a guide to future development and growth for the county. The recent adoption by the state of the Oregon Land Conservation and Development Commission goals and guidelines may require the city of Port Orford and Curry County to revise their comprehensive plans and zoning ordinances to bring their plans into compliance with statewide goals and guidelines of Oregon. However, until such time as the revised documents have been adopted, the existing ordinances and plans are valid and binding.

Recent Oregon Supreme Court decisions (Fasano vs. Board of Commissioners and Baker vs. The City of Milwaukie) have, in summary, stated that the comprehensive plan must be given preference over conflicting prior zoning ordinances and that the zoning ordinance must be in accord with the comprehensive plan. Since the comprehensive plans for Curry County and the city of Port Orford designate the majority of the area contiguous to the highway right-of-way as non-commercial, commercial development could occur only after revisions to these comprehensive plans were made.



EXISTING ZONING

F-G
R
Silver Butte Creek
KNAPP RD.
R
R
C
F-G
SILVER BUTTE
SILVER BUTTE RD.
R
R
C
R
R
Pond
R
Mill Creek
F-G
F-G
R
City Limits
R
R
C
Garrison Lagoon
(Marsh)
101
MADRONA AVE.
Garrison Lake
C
PORT ORFORD
N
LEGEND
Highway Right-of-way
C Commercial
R Residential
F-G Forestry-Grazing

FIGURE 8

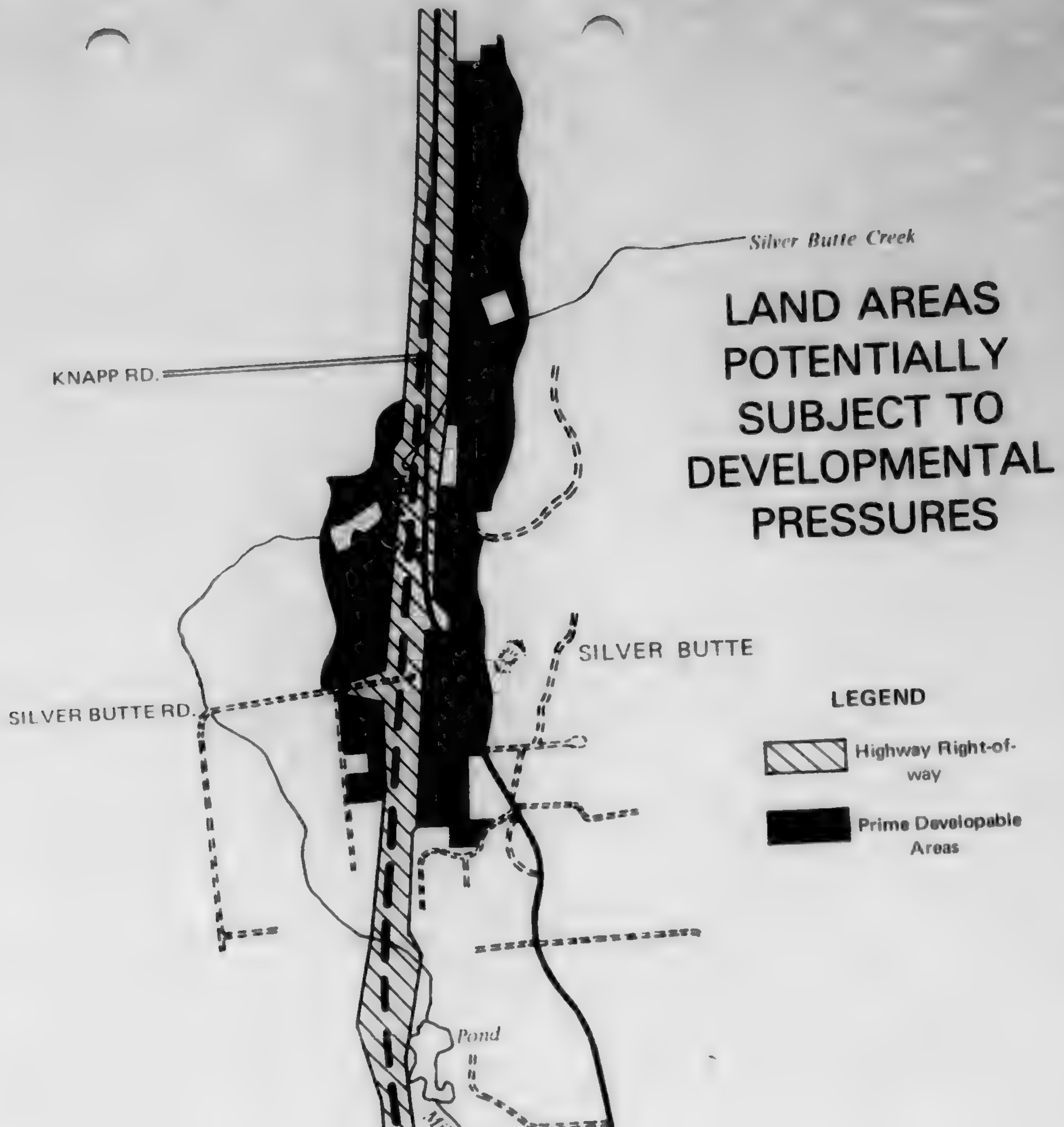

LAND AREAS POTENTIALLY SUBJECT TO DEVELOPMENTAL PRESSURES
Silver Butte Creek
KNAPP RD.
SILVER BUTTE
SILVER BUTTE RD.
LEGEND
▨ Highway Right-of-way
■ Prime Developable Areas
Pond
Mill Creek
City Limits
N
Garrison Lagoon
(Marsh)
101
MADRONA AVE.
Garrison Lake
PORT ORFORD

FIGURE 7

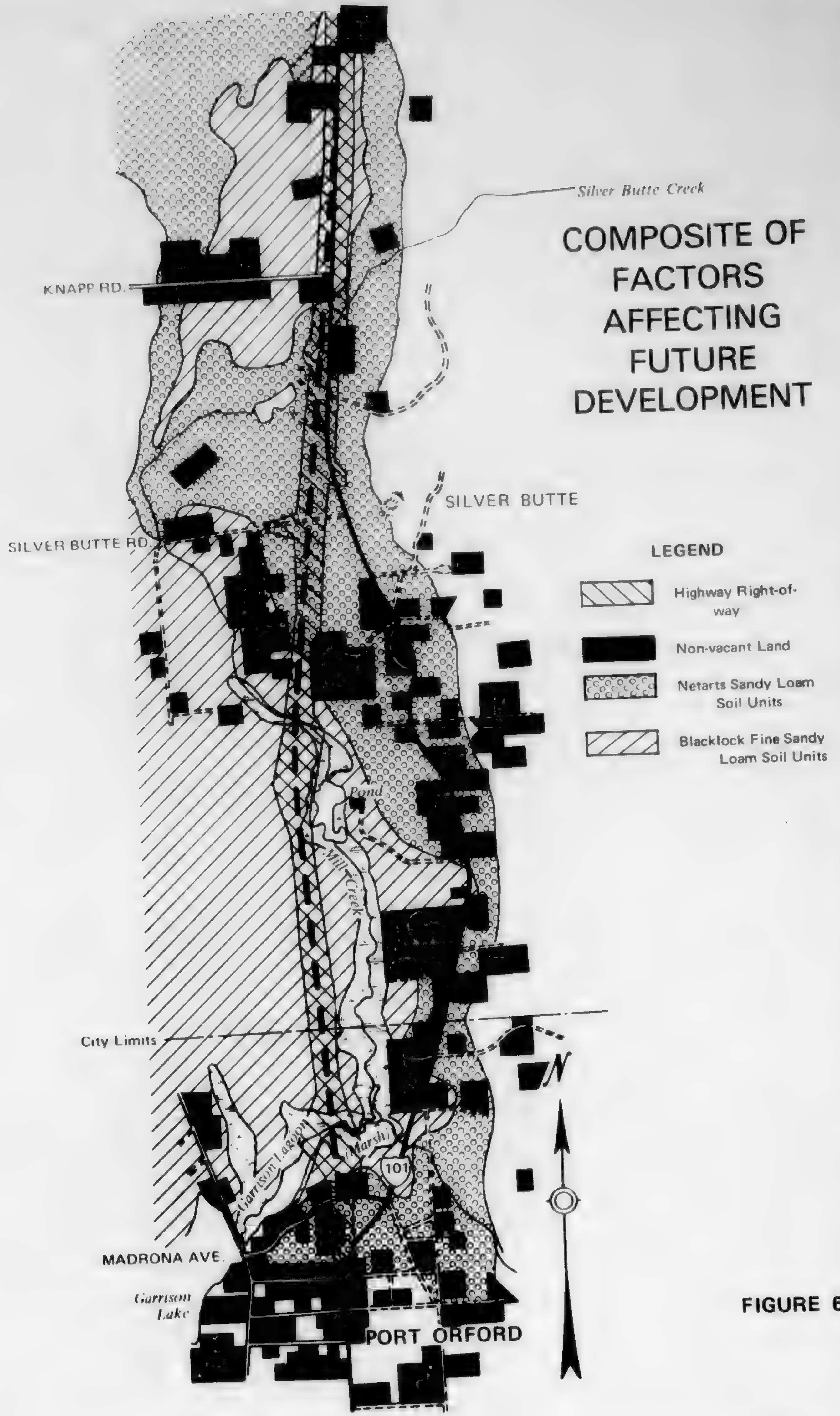
The project runs through a sparsely used area. Roughly half of the land is used for purposes other than forestry and grazing. To convert this residential and commercial land to another use would be more costly than development of a vacant parcel. Hence, this non-vacant land is seen as less developable. Likewise, some of the land is marshland and unsuited for development.

Within this area are two soil types--Netarts sandy loam and Blacklock fine sandy loam. Because of drainage problems associated with development, the Soil Conservation Service has designated the Netarts sandy loam soil as having moderate to severe septic tank drainage suitability. The Blacklock fine sandy loam has severe septic tank drainage suitability. The land with Netarts sandy loam is considered better suited for development than land with Blacklock fine sandy loam. Water quality problems may well result with the location of septic tanks on land with Blacklock fine sandy loam because sewage may not filter adequately from the septic tanks through this soil. The land with Blacklock fine sandy loam soil is considered less developable than the land with Netarts sandy loam soil.

Figure 7 shows the areas of land that might be subject to development, considering economic and physical factors. This is land next to the right-of-way area and is vacant, non-marshland, and on Netarts fine sandy loam soil. As noted, the prime developmental areas would lie on the northern and southern ends of the section.

However, commercial development would be further restricted by local zoning, the availability of access to the new facility, the Curry County Comprehensive plan, and recent Oregon court rulings concerning land use planning.

The current zoning of the area is shown on Figure 8. As noted, nearly all of the area contiguous to the highway right-of-way in Curry County is zoned forestry-grazing and residential. Outside of the city limits of Port Orford are two parcels of land zoned for commercial use. None of the non-commercial zones



Silver Butte Creek
KNAPP RD.
SILVER BUTTE
SILVER BUTTE RD.
LEGEND
Highway Right-of-way
Non-vacant Land
Netarts Sandy Loam Soil Units
Blacklock Fine Sandy Loam Soil Units
Pond
Mill Creek
City Limits
N
Garrison Lagoon
Marsh
101
MADRONA AVE.
Garrison Lake
PORT ORFORD

COMPOSITE OF FACTORS AFFECTING FUTURE DEVELOPMENT

FIGURE 6

of land-use planning in that relocation of some of these businesses could allow clustering of commercial land uses in more advantageous locations.

Should some of the businesses that are bypassed be closed or choose to relocate, significant problems could arise in finding some use for the remaining buildings. Some could be converted for other purposes, but there is a chance that one or more may be abandoned.

Other Land Uses. The current pattern of other categories of land use is not expected to change significantly.

Conformance with Local Comprehensive Plans

The proposed improvements to U.S. 101 do not conflict with elements of local planning. The new facility would meet or exceed Curry County standards for arterial highways as expressed in the *Curry County Preliminary Community Facilities and Traffic Circulation Elements*. The proposal also is in general conformance with the *Curry County Preliminary 1990 Land-Use Plan*. Water and sewer service plans for Port Orford indicate problems in servicing the immediate area around the existing highway. These plans suggest a further detailed study of the extent and severity of water and sewer problems. *A Comprehensive Development Program for Water System Improvement*, City of Port Orford, 1972. The need to extend these services to areas along the new highway would be contingent upon adjacent future development.

Future Development

New highway facilities often introduce pressures for development on adjacent lands. In this case, however, a number of factors are expected to limit the impact of land use changes that would result from the realignment of this highway section. If development does occur, both natural and human-made factors would facilitate development in some locations and hinder it in other locations.

Figure 6 shows a composite of various physical factors which would alter developmental patterns.

Land Use Impacts

Residential. The proposed project has displaced six residential properties, which represent less than five percent of the total residential land use in the vicinity of the project. The subject properties have already been acquired and the structures demolished. The proposed project would have little impact on other existing residential land use. By rerouting through traffic, the project would result in lower noise levels and safer traffic conditions on the old highway and should provide some improvement in the general living quality of adjacent residential development. School bus and postal vehicle operations also would benefit from lower traffic volumes and improved safety on the old highway.

Conversion of Oregon Street between Twentieth Street and Madrona Avenue from a local street to a primary arterial would have some negative impact on adjacent residential properties. The five homes located on the west side of this street would be subjected to increases in speed limits and traffic volumes. These impacts are, however, not expected to be significant enough to cause conversion to other non-residential usages.

Commercial. The proposed project has already had an impact on the local pattern of commercial development. The commercial establishments located on the proposed bypass section have adjusted to eliminate those businesses heavily dependent upon through and tourist traffic. This adjustment occurred in anticipation of a new relocated highway. Those remaining establishments will be less affected by the change. (Refer to the discussion of these commercial businesses in the "Economic Impacts" subsection). Nonetheless, reduction in through traffic along the old route possibly would result in reduced trade and eventual relocation or closing. In either case, a reduction in commercial land use along the old highway would be expected. This may be of benefit in terms

LOCATION OF BYPASSED BUSINESSES

SITE	BYPASSED BUSINESSES
1.	Pacific Builders (out of Business)
2.	Silver Springs Motor Service and Park
3.	Silver Springs Motel
4.	Trading Post (out of business)
5.	Lakeside Trailer Court
6.	Mantis Bug Shop, Orbus Crafts and Fiber Bodies
7.	Foster's Shoe Repair

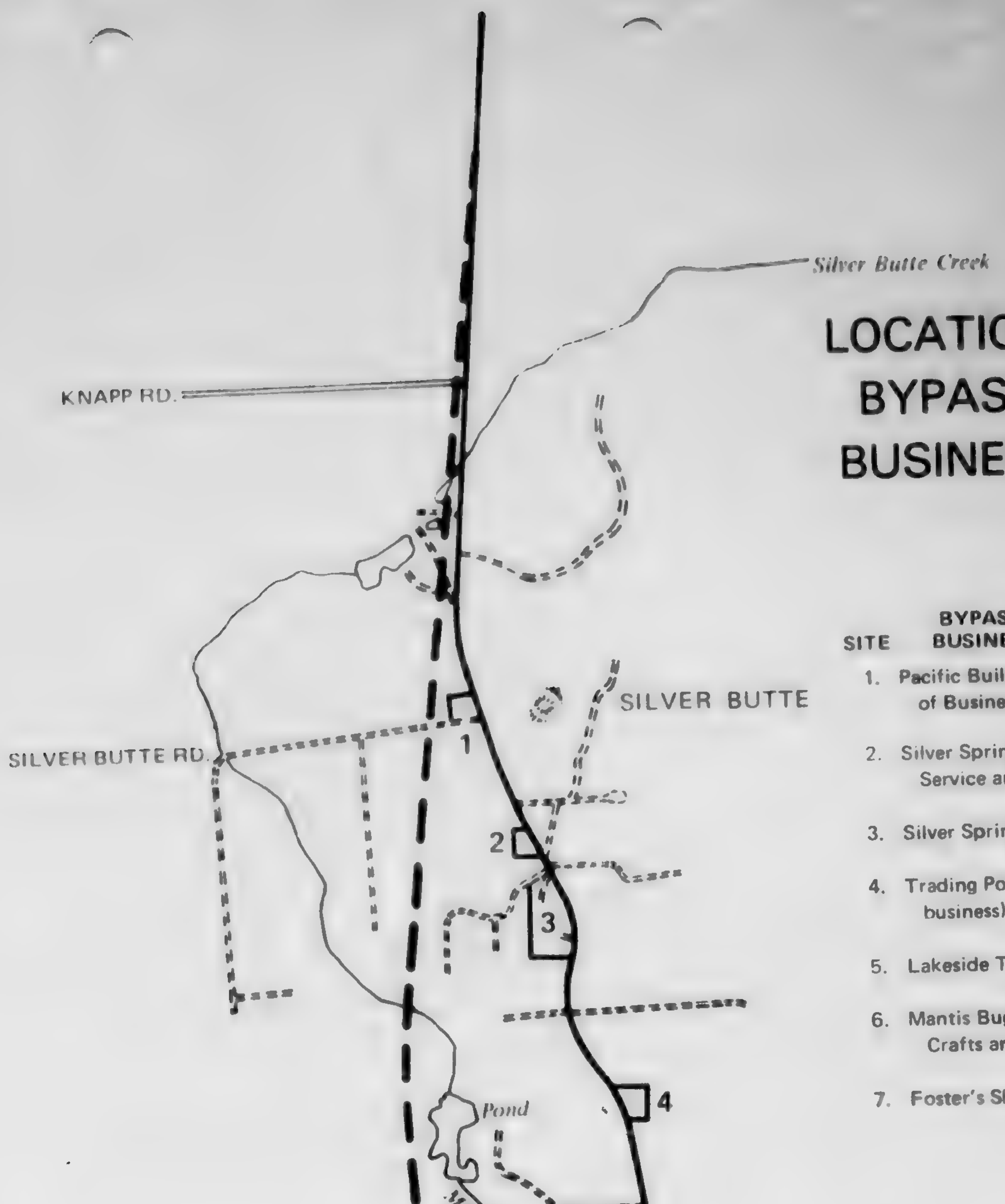

Silver Butte Creek
KNAPP RD.
SILVER BUTTE
SILVER BUTTE RD.
1
2
3
4
Pond
Mill Creek
5
6
7
City Limits
N
Garrison Lagoon
(Marsh)
101
MADRONA AVE.
Garrison Lake
PORT ORFORD

FIGURE 5

the Highway Division to assess the impacts on the businesses. Of the five, only the service station owner believed that traffic diversion would appreciably affect his business. The other four businesses would not appear to be heavily dependent upon the proximity of the highway for their sales. The body shop has a market area which includes northern California. The shoe repair shop draws upon the local residents for customers. The Silver Springs Motel operates as an apartment complex with most of these apartments rented by the month. The Lakeside Trailer Court also handles a considerable amount of local business on a year-round basis. Only about three or four of the fifty spaces in the trailer court are equipped for overnight trailers.

The service station is located close to Silver Butte Road. Through traffic from both the north and south would be able to view this establishment from the road. In addition, easy access is provided to the highway from Silver Butte Road. While business at this location may suffer from the lack of immediate access to the main thoroughfare, this station should be able to attract some customers from the main thoroughfare because of the relatively easy access and the visibility from the new highway.

Other businesses along the bypassed section may improve their situations with the decrease in traffic. In particular, the Silver Springs Motel and Lakeside Trailer Court, which are both multi-unit residential complexes for permanent residents, should become more attractive with the decrease in traffic noise and safety hazards associated with a busy thoroughfare.

The continuing improvement of U.S. 101 is seen as a general benefit to the economy of the southern Oregon coastal strip. The local community is usually supportive of such projects, recognizing that improved accessibility means more tourist dollars for the local economy.

ect would effectively separate these two conflicting highway uses. The old highway would very adequately serve local traffic.

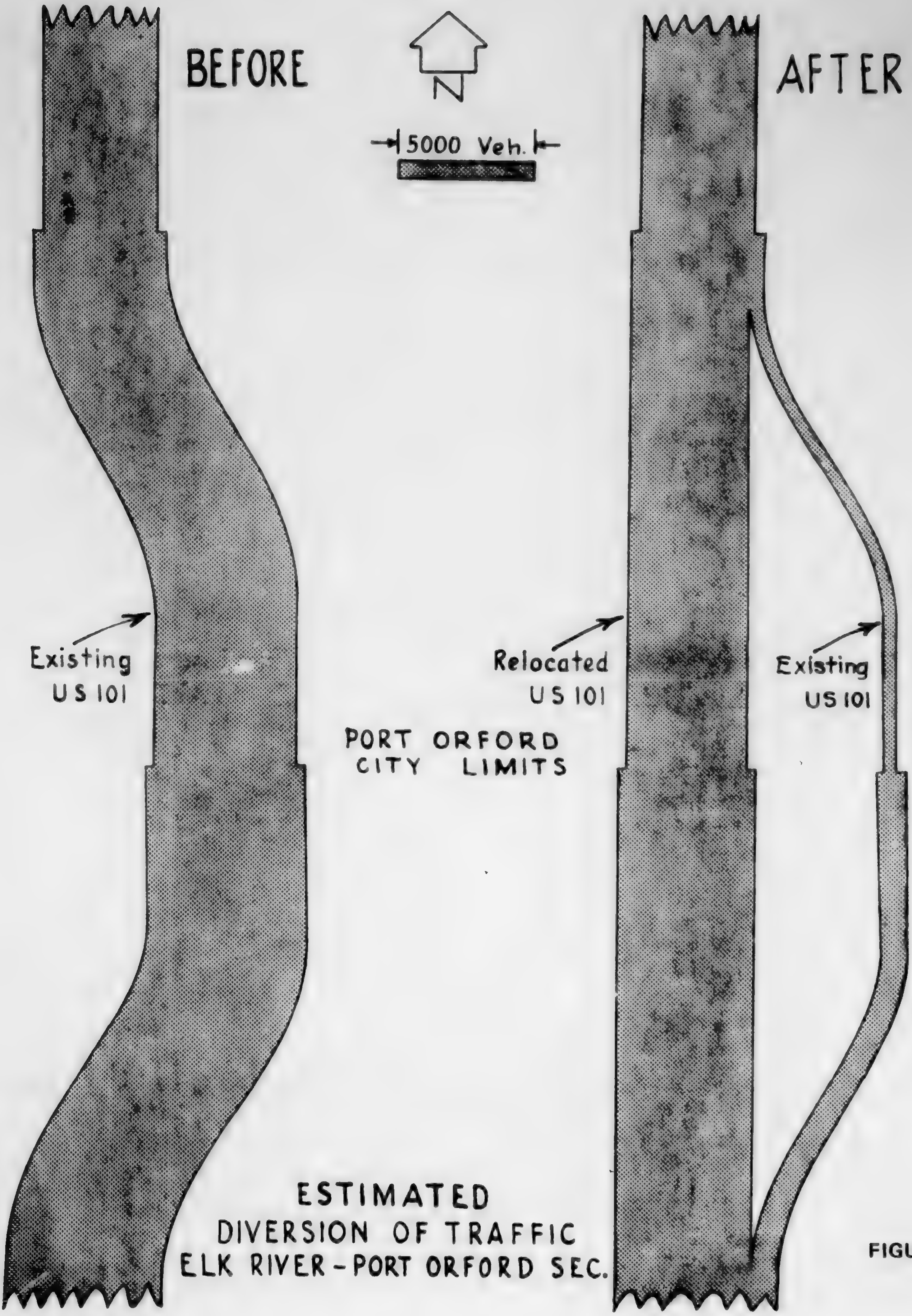
Residents of Silver Butte Road and Myrtle Lane Road, located west of Highway 101, will have better access to the highway and will be able to get to Port Orford more quickly.

Economic Impacts

The proposed project would have a very minor impact on the tax bases of Port Orford and Curry County. Since the right-of-way for this project has already been acquired, the displacement and relocation effects have already occurred. There should be no additional changes in land revenues or tax base along the right-of-way area from this project. The county may experience a slight change in revenues as business declines along the bypassed section of the highway. This is not believed to be great enough to change tax rates.

The most significant economic impacts of the proposal would be the impact of the construction itself, the savings accrued to highway users, and the decrease in commercial activity along the old highway. Construction costs would be $2,100,000 (1975 estimate). Some of this income would flow into the local area. However, it is generally the case on coastal projects that construction workers reside outside the coastal areas and spend most of their income outside the region where construction takes place. Hence, the secondary impacts of construction on the local economy are expected to be minor.

Since this highway project was initiated several years ago and right-of-way has been acquired for the new location, the businesses along the existing route have changed in anticipation of being located on a bypass/local route. At present, there are five business locations on the bypassed route. Two of these businesses, Pacific Builders and the Trading Post, are no longer in operation (see Figure 5). These buildings are vacant and for sale. The owners and/or operators of the remaining businesses were interviewed by a representative of


BEFORE
N
5000 Veh.
AFTER
Existing US 101
Relocated US 101
Existing US 101
PORT ORFORD CITY LIMITS

ESTIMATED
DIVERSION OF TRAFFIC
ELK RIVER - PORT ORFORD SEC.

FIGURE 4

If archeological sites are found, detailed site exploration and salvage work will be conducted.

Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission, 1974), provides for protection of archeological finds. If any objects, sites or ruins are encountered, construction is temporarily stopped so these historic finds can be studied, recorded, and, if appropriate, preserved.

Impacts on Transportation

The proposed relocation of this section of the Oregon Coast Highway will not have a great impact on regional transportation in that it represents a net saving of only approximately one-tenth of a mile. The effect on local transportation will obviously be more apparent, since the shift of traffic away from the existing section will remove 80 percent or more of the total daily volume (see Figure 4).

The new facility would bypass a moderately built-up section of the coast highway and result in nearly all of the existing and future through traffic being diverted over the new section. This can be expected to contribute safer conditions on both facilities. The old roadway would remain to serve as a collector-distributor for local traffic and would provide direct access to the adjacent property. The proposed project would thus have the benefit of separating traffic by function and would provide a better relationship between the street and highway network and adjacent land uses.

Existing U.S. 101 is now a multiple-function facility serving both local and through traffic. In rural areas, the multiple-service function is not particularly objectionable, but as the level of adjacent development and overall traffic volumes increase, conflicts between the two basic types of usage create congestion and dangerous merging situations. The proposed proj-

Parkland, Historic Sites, and Archeological Sites

This project will not require right-of-way from or affect any land from a publicly owned parkland, recreation area, wildlife or waterfowl refuge of local, state or national significance. Likewise, no historic sites or properties included in, or eligible for inclusion in, the National Register of Historic Places are affected. The State Historic Perservation Office has verified this lack of historic impact. (Refer to letter in Appendix B.)

A field historic survey of the Port Orford area was conducted in May, 1975. The area contains three historic homes--the Peter John Lindberg house (1892), the Patrick Materson house (1898), and the Patrick Hughes house (1898). These houses are fine examples of Queen Anne (cottage) architecture. The houses are presently listed in the Oregon Statewide Inventory of Historic Sites and Buildings. The lighthouse near Cape Blanco and Battle Rock in Battle Rock State Wayside Park have major regional historic significance. As of May, 1975, the Cape Blanco lighthouse was listed by the National Park Service as being eligible for inclusion in the National Register. These historic sites and properties are not within or immediately adjacent to the highway project.

Prior to the arrival in 1851 of white settlers in the Port Orford area, native Americans lived in this coastal region. The Tututni Peoples occupied the area from the mouth of the Rogue River on the south to Coquille on the north, and from the coast inland about twenty miles. Although there is no present indication of unusual or exceptional archeological sites in the project area, earthwork involved in construction may reveal such sites or objects of antiquity. Consultation with the Museum of Natural History at the University of Oregon, Eugene, reveals that a detailed survey of the project area has not been made. The Highway Division is presently negotiating a contract with the University to conduct a reconnaissance review prior to or during construction.

around the site serve to screen it. The source will not be visible from the Oregon Coast Highway.

The haul from the source to the road construction area would be over private road and is the shortest distance of those sources examined. Truck traffic associated with the construction would not disturb or interfere with existing public routes. The proposed operation does not conflict with local zoning laws or ordinances. The material site, after construction completion and reclamation, would return to agricultural use. (Refer to the site reclamation plan in the mitigation section of this statement.)

The State of Oregon has a lease on the site, and an operation permit for surface mining has been applied for from the State Department of Geology and Mineral Resources.

Impacts on the Cultural Environment

Right-of-Way

Right-of-way acquisition for the Elk River-Port Orford section began after location and design approval in 1970. The proposed realignment of the highway has required the acquisition of approximately 56 acres. Six residential properties were displaced by this acquisition. In addition, three business operations were affected. Replacement of housing and commercial facilities posed no problem, since relocation housing and facilities were available in the area. Right-of-way acquisition has been completed at a total cost of $222,650. Relocation assistance amounted to $9,772.

TABLE 4

COMPARATIVE SUMMARY OF MATERIAL SOURCE SITES

Site	Location	Description	Haul Road	Impacts	Evaluation
1	Knapp property. About 0.7 mile west of U.S. 101 and 0.4 mile south of Elk River. (T.32S., R.15W., Sec.20 S½ SW¼.)	a. Extensive flat marine terrace about 100 feet above M.S.L. b. Terrace now used for sheep and livestock pasture. c. No structures involved.	a. Total haul about 0.7 mile. b. Haul over private road. c. Illegal hauls permitted.	a. Site is in remote, unpopulated area. b. Area devoid of trees and brush.	Has advantages of best quality and quantity; shortest haul; permit illegal loads.*
2	Knapp property. About 1½ miles west of 101 and about 0.7 mile southwest of Site 1. (T.32S., R.15W., Sec.30 NW¼ NE¼.)	a. Extensive flat marine terrace about 100 feet about M.S.L. abutting dunes on east. b. Gravels are well exposed in beach bluff and erosional incursions. c. Barren of cover and structures.	a. Road distance about 1½ miles. b. County road and private road.	a. Erosion is attacking face of the bluff. b. Abuts the ocean beach.	Has main advantage of being in area completely unused. It is a continuation of marine terrace described as Site 1 and abuts the ocean.
3	Knapp property. About one mile west of U.S. 101 on island in proximity of mouth of Elk River. (T.32S., R15W., Sec.19 SE¼ NE¼.)	a. Combination bar and low terrace gravel deposit less than 40 feet above M.S.L. Latter is pasture for cattle. b. Most of material would come from bar.	a. Total haul 1-1/3 mile. b. New road required for portion of distance. c. Illegal haul permitted.*	a. Within floodplain of the Elk River. b. Excavation allowed only during summer and early fall. c. May affect channel change; possible detrimental effect on passage of fish. d. Sites are in remote, unpopulated area.	This site is further away from project, would allow illegal haul.* Settling basins and berms would be required to prevent contamination of Elk Riv Provision should also be made to assure bank protection after the bar gravel is excavated.
4	Wall property. About 1½ miles west of 101, north of the Elk River. (T.32S., R.15W., Sec. 18 SE¼ NE¼.)	a. Middle level of a group of exposed high marine gravel terraces ranging from about 120 to 160 feet above M.S.L. b. Land is open pasture.	a. Total haul distance 4 miles. b. County road used; legal loads would be hauled.	a. Site is in a remote, unpopulated area. b. Rather marginal pastureland would be temporarily lost.	This site is even further away and would not allow illegal haul.
5	Wall property. Immediately adjacent to Site 4.	a. This site is in the same terrace formation as Site 4. b. However, site has a well-established forest cover.	Same as Site 4.	Forest cover would need to be removed.	Forest cover makes this site less desirable from an environmental standpoint.

*"Illegal haul" refers to overweight, oversized hauling equipment allowed on private roads and property. Load standards are in effect on public roads.

Visually unsightly areas will be exposed to view from the new right-of-way as a result of the new alignment. These are formerly occupied building sites, littered fields, and cluttered shorelines of logging ponds. Most of these areas lie outside highway right-of-way.

Material Source

Construction of this project will require approximately 21,200 cubic yards of aggregate material for the asphaltic concrete surfacing, cement-treated roadway base, and shoulder slopes.

The Oregon State Highway Division explored five sites for suitable aggregate material. Three sites were on the Harold Knapp property, south of the mouth of the Elk River. Two sites were on the property of John Wall, north of the Elk River mouth. All of these sites are new sources and are considered capable of providing suitable aggregate in the quality and quantity required. Therefore, selection of the source was based on other considerations. Table 4 provides a comparative analysis of the five sites.

Since the highway project is located in a highly scenic coastal area with highly productive rivers and streams, a mandatory site was selected that would minimize adverse environmental and aesthetic effects. Site #1, on the Knapp property, has been designated as the material source. Besides providing the best quality and quantity of aggregate (as ascertained from laboratory testing of field core samples), the flat marine terrace is in a remote, unpopulated area. The private property site is open land with almost no trees or brush and is presently pastureland for livestock and sheep. No structures are on the site. Furthermore, the site is above the floodplain and would cause no stream or river disturbance. Since the site is isolated, the temporary adverse noise and air quality impacts will not affect any residences. An existing barrier of native trees and shrubs

b. Less of the swamp will be remote. Disturbances will generally be less attenuated.

Because the major proportion of land in the Port Orford basin is forest or mixed brush and forest, the loss of forest habitat will have the least relative effect upon forest fauna.

In general, road mortality can be expected to increase. Although increased sight distance along the new right-of-way will tend to reduce road kill, this tendency will be offset by the following factors, which have the opposite effect:

a. Higher speed.

b. The closeness of the roadway to the marsh.

c. The wider roadway.

d. More roads in use in the general area. The existing U.S. 101 is expected to carry the bulk of local traffic, and the new road to carry mostly through traffic. Even if there is no gain in traffic volume, there will be more areas that will be hazardous for wildlife.

Erosion

Consideration must be given to minor erosion problems which will occur because of the unconsolidated materials in cut slopes. The highest cuts will be 14 to 15 feet, with the majority being less than 10 feet.

The Netarts soil series, unless protected by a vegetative cover, is highly susceptible to soil blowing because of its moderately coarse to coarse texture, weak structure, and loose consistency.

Visual Effects

The proposed facility will open an area currently covered by native trees and shrubs.

FAUNAL SPECIES - MILL CREEK BASIN

Table 2

Some Species Whose Number Would Decrease
Because of Highway Construction and Loss of Habitat

SWAMP BIRDS

Great Blue Heron
Common Egret
American Bittern
Black-crowned Night Heron
Red-winged Blackbird
Dabbling Ducks
Rails

FOREST BIRDS

Chickadee
Common Bushtit
Nuthatch
Woodpecker (except Flickers)
Kinglets
Peewee
Flycatcher
Grouse
Mountain Quail

MAMMALS

Marsh Shrew
Mink
Muskrat
Brush Rabbit
Weasel
Bobcat
Black-tailed deer
Gray Fox
Coyote

* * * * * *

Table 3

Some Species Whose Numbers or Presence May Increase
Because of Highway Construction and Gain of Habitat

BIRDS

Savannah Sparrow
Vesper Sparrow
Junco
Mourning Dove
Song Sparrow
Meadowlark
Horned Lark
Sparrow Hawk
Valley Quail

MAMMALS

Meadow Mouse
Gray Digger

Some species (forest and swamp fauna) will be adversely affected by the loss of their respective habitats; others (grassland fauna) will be beneficially affected by the increased acreage of habitat available.

Opening the forest canopy will make windthrow conditions more extreme. This will produce the greatest effect where the right-of-way penetrates the eastern (leeward) portion of previously closed-canopy woods because this canopy has served to protect leeward trees, allowing them to reach greater heights than their windward neighbors.

Wildlife Impacts

Habitat destruction and modification as a result of the impacts on the terrestrial habitat will replace marshland and forest-brush with grassland and pavement. This will have the effect of reducing existing populations of forest and swamp fauna and certain other species which do not often use grasslands or paved areas and those species which prefer concealment (see Tables 2 and 3).

Increased windthrow in portions of the forested region has mixed effects. There are adverse effects upon the birds, insects or mammals occupying the living tree, but the presence of deadfalls in a forested area also creates new dwelling places for fauna of the lower strata of the forest. In addition, the forest floor becomes a more complex habitat offering a greater number of coverts, while the growth of middlestory and understory vegetation is stimulated, producing food which is available to a greater variety of species.

Because swampland is the habitat in least supply, the reduction of this habitat will have the greatest relative effect on the existing swampland fauna. Additional population losses will occur because:

a. The crossing of the present marsh will bring the sight, sound and smell of human activity closer to swamp species.

Near the northern terminus of the project, the alignment passes near or through three ponds. The northermost pond (approximately one-fourth acre) will be filled and virtually obliterated. The other two ponds, including one of about one and one-fourth acres, may also be partially filled in, although fill will be kept to an absolute minimum. All three of these ponds are chemically similar to the other portions of the swamp (although with higher than average dissolved oxygen concentrations) and support vigorous biological communities. The Oregon Department of Fish and Wildlife hope to locate, gain access to, and stock ponds like these with trout and possibly warm-water game fish. While the recreational potential of one of these ponds will be nullified, encroachment on the other two will be held to an absolute minimum. Water and fish passage from the east side of existing highway U.S. 101 will be maintained; a culvert meeting state fishery requirements will be used to accomplish this.

Impacts on Terrestrial Habitat

Approximately 43 acres of the 56 acres of right-of-way are in forestlands. Clearing and grubbing of the construction area will result in the immediate destruction of approximately 3,500 trees with diameters breast-high of three inches or more.

The greatest proportion of land within the right-of-way will be cleared, grubbed, contoured and landscaped to provide a stable drainage system, decrease post-construction erosion, and remove obstacles to safety along the roadway. This process will (a) destroy the existing brush and forest habitat, (b) substitute a less complex habitat favoring grassland fauna, and (c) require time to develop into a stable grassland habitat.

rainbow trout, largemouth bass, yellow perch, crayfish and freshwater shrimp--will not be significantly reduced.

The use of structure over the lagoon will greatly reduce adverse impacts in this area. A minimum amount of bottom will be disturbed, and the bridge will allow nearly unrestricted passage of water and fish and other organisms. The structure will also greatly reduce eroded sediment entering the swamp.

Farther north, the proposed alignment impinges upon but does not cross a human-made log pond of about three-fourths acre, through which Mill Creek passes. Clearing of vegetation and shallow cuts into the area west of the pond will expose the soils there to erosion, some of which will find their way into the pond. Pond turbidity and siltation will probably be minor, and aquatic life will suffer little damage, since a minor amount of erosion from the exposed slopes is expected. It is not expected that a sediment plume will extend downstream of the pond. Post-construction effects of road runoff will be similar to those described for the swamp, and pollutant input will also be at a low level.

North of the pond area, the alignment will cross a branch of Mill Creek with a fill and culvert. The culvert should allow for passage of water and migrating trout and other fish. Fill and culvert placement will cause burial of bottom and riffle organisms--such as aquatic nymphs and other insect larvae, isopods, amphipods, crayfish and other benthic crustaceans, and worms--in a small (approximately one-tenth of an acre) area and will permanently remove this area as aquatic habitat. A temporary zone of elevated turbidity and low dissolved oxygen will extend a short distance downstream. Minor amounts of sediment from the fill slope and road runoff pollutants will enter the tributary at this point after construction is completed.

toxic substances such as hydrogen sulfide in the immediate area. The Department of Environmental Quality will be consulted during construction activities.

Riparian and swamp vegetation will have to be cleared from a small area on each side of the swamp to allow for the installation of bridge approaches. Fill beneath the approaches will be subject to erosion into the swamp unless adequate mitigative measures are taken. Mitigation measures will include seeding of fill banks with grasses and other methods, if necessary.

Road runoff--with greases, oils and settled air pollutants--will enter the lagoon via deck drains placed about every fifty feet along the proposed structure. The quantity of pollutant materials contained in this runoff will be low, based on expected traffic loads. Observable primary negative impacts on the aquatic community from bridge runoff pollutants will be minor. However, it is possible that negative impact on the subtle processes of growth and reproduction in aquatic organisms may occur over a long period of time, even at low pollutant levels, although few scientific studies on this subject have been made to verify this.

Since a structure will be used to cross the lagoon, which is already isolated from Garrison Lake by an existing road fill at its west end, it is unlikely that there will be significant direct negative effects on Garrison Lake. Temporary turbidity at the east end of the lake will result during pile installation and excavation at the south approach. However, the excavated area will be separated from remaining portions of the swamp during removal activities by berms or similar devices. Recreational activities on the lake will not be adversely affected to a significant extent. Garrison Lake fisheries--including those for coastal cutthroat and

DISCUSSION OF ENVIRONMENTAL IMPACTS

Impacts on the Natural Environment

Aquatic Impacts

Improvement of U.S. 101 along the Port Orford-Elk River section will affect Mill Creek at several points, including adjacent ponds and swamplands. This is the largest drainage system entering Garrison Lake.

Since a structure rather than fill and culvert will be used to cross Garrison Lagoon, impacts will be restricted to (1) loss of a small area of swamp bottom for the southerly approach foundation and placement of pile bents, (2) a small loss of riparian vegetation in the vicinity of bridge approaches, and (3) deposition of runoff containing small quantities of pollutants from the bridge into the lagoon.

The lagoon will be crossed with a 500-foot structure. Each bridge bent will utilize 20 to 50 square feet of bottom with an average of twelve piles per bent. Excavation of approximately 1,000 cubic yards of peat material at the southerly approach will remove about 4,800 square feet of bottom. Total area of swamp bottom involved will be about 500 square feet or about 0.1 acre. This is far less than the four acres which would be required for a culvert and fill crossing.

The piles will be driven with a pile driver. Since the piles are being driven into a 30- to 35-foot bed of highly compressible peat, little surface resistance will be encountered as the piles are driven in, although some temporary downstream turbidity will result from this operation. Moderate quantities of anoxic subsurface water and partially decomposed organic matter will rise to the surface during this time and travel a short distance downstream, temporarily reducing dissolved oxygen levels and releasing

(3) construction of new connection mains between the existing water distribution system and the new reservoir, and (4) replacement of approximately one-quarter mile of existing mains with enlarged pipe. The proposed reservoir site is located within the city, north of Coast Guard Road.

along the length of the existing highway but shows a tendency toward overzoning for commercial purposes. Overzoning is defined as a condition where significantly more land is zoned for a particular use than will be needed for development in the foreseeable future. Residential zoning is also extensive and probably out of scale with the existing growth trends, but much of the area around the proposed facility remains zoned for forestry and grazing purposes.

The existing zoning pattern shows the random nature of commercial and residential development and reflects the fact that the pattern of development was well established before zoning ordinances were implemented.

Schools

The Port Orford Elementary School and Battle Rock Junior High School, located in the city of Port Orford, are part of the Port Orford-Langlois School Districts. High school students from the city are transported to Pacific High School, which is located between Langlois and Port Orford.

Water and Sewer Service Planning

Water and sewer services are provided by the city of Port Orford for the area within its city limits. The city receives its water supply from Hubbard Creek, but this supply is limited and water shortages have occurred over the summer months in recent years.

The city of Port Orford is presently planning to construct additional water storage and distribution facilities as recommended by the Comprehensive Development Program for Water Systems Improvements, approved by the city of Port Orford. The proposed project consists of four basic elements: (1) land purchase for the reservoir site, (2) site preparation and construction of a 1.0 million gallon low-level storage reservoir, to be minor. The contributions to the local economy--tourism, forest products and fishing--are felt to be stable or in a slow growth trend. The relative remoteness of this section of the Oregon coast from major interior population growth centers has not encouraged the rapid tourist development felt in other areas of the state. Vacation home development is limited by the number of people willing to travel the extra distances involved. Increased development of this section of the coast may come only as the more accessible areas become crowded.

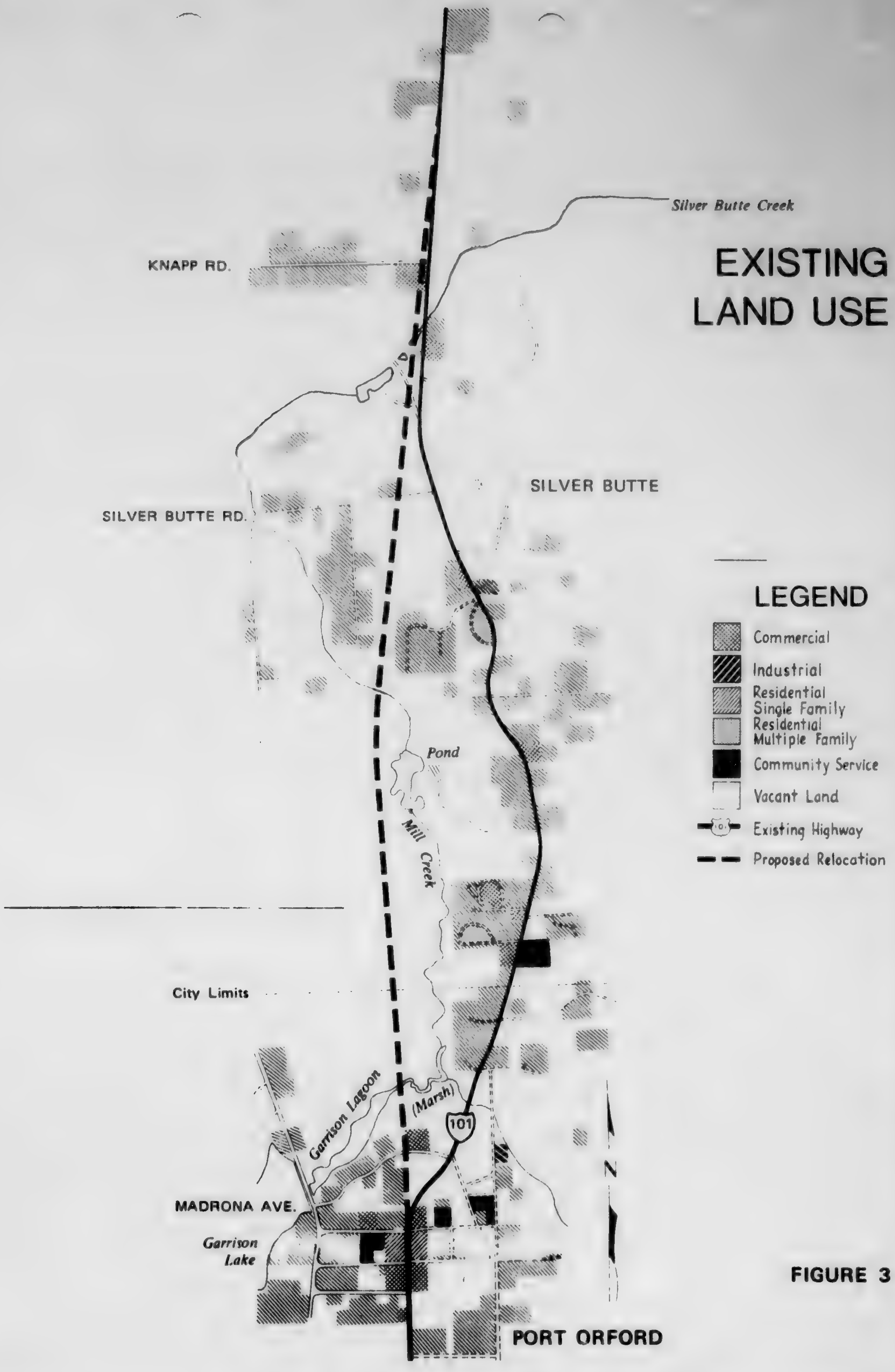
Also contributing to the lack of significant development trends is the seasonal nature of the tourist trade. A four-month vacation season is not very conducive to significant spurts of growth. Many tourists utilize relatively self-sufficient means of travel, taking advantage of camper and trailer equipment and local campgrounds. This portion of the tourist traffic has only a minor impact on the local economy. The Port Orford area does have some potential for attracting residents during their retirement years, but, again, the remoteness of the area and limited medical facilities may retard potential growth associated with this sector of the population. For these reasons, there are no significant current trends pointing to rapid change or development of land within the Port Orford area.

Land Use Planning and Zoning. The responsibility of land-use planning and zoning in the project area lies with the city of Port Orford for areas within the city limits, shown in figure 3. Planning and zoning for the remainder of the study area are the responsibility of the Curry County Planning Commission. Curry County has adopted a land-use plan, and both Port Orford and Curry County have established zoning ordinances. The current zoning ordinances closely follow the pattern of existing land use in the area around the proposed facility. Commercial zoning is scattered from an apparent lack of effort to control and coordinate land-use development and access until recently. The overall housing density is less than 0.2 unit per acre within the study area. This density is too low to economically provide water and sewer services, and these services are available only within the city. Individual wells, septic tanks and privies are used in those areas outside of the city limits.

Commercial uses account for less than 5% of land uses in the study area. Commercial uses are virtually all located adjacent to existing U.S. 101. One cluster occurs within Port Orford, but the remaining commercial uses are scattered along the length of the existing highway within the study area. Industrial and public land-use categories also make up a small percentage of the study area but are of minor significance to the proposed project.

Current Trends in Land-Use Development. The current trends in land use and development are closely tied to local employment levels and population growth trends. Increases in employment usually give rise to demands for land conversion and development, and conversely, decreases in employment usually slow or reverse development trends. Within Curry County as a whole, total employment, and employment in lumber and wood products manufacturing, unpaid and domestic categories, and the self-employed all reached their peaks in 1964. Employment in agriculture reached its peak in 1961 and held steady until 1963. Since then, employment in all of the categories mentioned above has decreased sharply.

Regional planning officials indicate that, within the Port Orford area specifically, the population has leveled out and is now stable at about 1,000 persons. Planners are assuming that the population of the area will remain at about the current level for the foreseeable future. Land-use change and development due to local population growth is therefore expected



EXISTING LAND USE

FIGURE 3

Silver Butte Creek
KNAPP RD.
SILVER BUTTE
SILVER BUTTE RD.
LEGEND
▨ Commercial
▨ Industrial
▨ Residential Single Family
▨ Residential Multiple Family
■ Community Service
☐ Vacant Land
Existing Highway
Proposed Relocation
Pond
Mill Creek
City Limits
Garrison Lagoon
(Marsh)
101
N
MADRONA AVE.
Garrison Lake
PORT ORFORD

tracted by the relatively well-sheltered natural harbor, which was seen as a potential major west coast seaport. As a result of this early enthusiasm, an extensive area of land was platted to allow for future development. However, this expected growth never materialized, due to a number of factors, not the least of which are the relative remoteness of the area from interior valleys and the difficulty of overland travel in the rugged southern Oregon coastal area.

The city of Port Orford today contains a relatively small population--about 1,000 persons--but encompasses nearly 800 acres of land. Large portions of the platted area are totally undeveloped. In the other areas, both houses and businesses are widely scattered. The sparse pattern of land development has led to a relatively heavy tax burden for city property owners because of the sheer extent of the water, sewer, and street systems required to service such a large area. Further development within the city limits could aid in reducing this burden, but the higher tax rate within the city has served instead to encourage development in adjacent areas of the county where the property taxes are lower. This has had a profound effect on the existing pattern of land use and development.

Figure 3 shows the use of land in the area around the proposed improvement as categorized by functional class. Within this area, over three-quarters of the land is currently undeveloped or unsuited for intensive use. The most intensive use of land is for residential purposes. Residential development is scattered along and served by the existing highway. Single-family homes are the predominant residential type, although there is also one mobile home park and an older motel that has been converted to apartment use. The condition, age, and structure of housing vary greatly from one house to the next. Residential quality has suffered

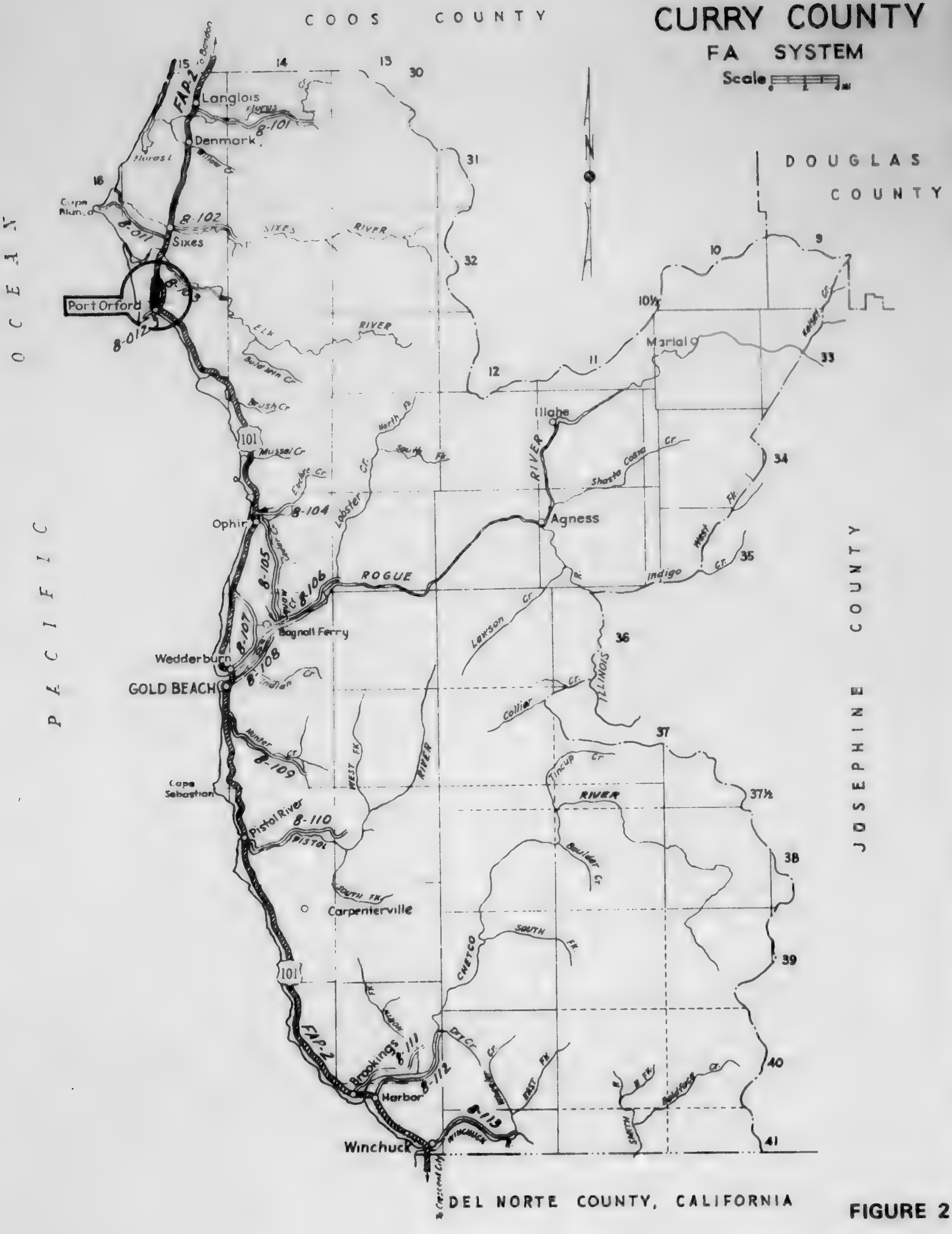

CURRY COUNTY
FA SYSTEM
Scale
COOS COUNTY
DOUGLAS COUNTY
JOSEPHINE COUNTY
DEL NORTE COUNTY, CALIFORNIA
PACIFIC OCEAN
Langlois
Denmark
Cape Blanco
Sixes
Port Orford
Ophir
Bagnall Ferry
Wedderburn
GOLD BEACH
Cape Sebastian
Pistol River
Carpenterville
Brookings
Harbor
Winchuck
Illahe
Agness
Marial
to Bandon
to Crescent City
FAP 2
101
8-101
8-102
8-011
8-103
8-012
8-104
8-105
8-106
8-107
8-108
8-109
8-110
8-111
8-112
8-113
SIXES RIVER
ELK RIVER
ROGUE RIVER
ILLINOIS
CHETCO
PISTOL
Floras Cr.
Willow Cr.
Baldwin Cr.
Brush Cr.
Mussel Cr.
Euchre Cr.
Lobster Cr.
North Fk.
South Fk.
Shasta Costa Cr.
West Fk.
Indigo Cr.
Lawson Cr.
Collier Cr.
Indian Cr.
Hunter Cr.
Tincup Cr.
Boulder Cr.
Dry Cr.
East Fk.
Winchuck
15
14
13
30
31
32
16
10
9
10½
33
12
11
34
35
36
37
37½
38
39
40
41

FIGURE 2

for export from the region is located next to the docks. This fish processing plant leases their facilities from the Port of Port Orford.

Public Roads

Although Curry County is distinguished by having a rough, mountainous topography and very little level land, it is served by a fairly extensive public road system.

The greatest mileage in the system, nearly two thousand miles, has been developed by the U.S. Forest Service. The Bureau of Land Management provides a little under one hundred miles of road. Curry County provides over two hundred miles.

The State Highway System includes 71.3 miles of primary road and 88.2 miles of Federal-aid secondary road, the latter being part of the County sytem. The Oregon Coast Highway (U.S. 101) follows the ocean shore very closely, being seldom more than a mile inland. The secondary roads reach inland a few miles and connect to the other roads previously described (see Figure 2).

Other minor roadways are city streets, port roads, park roads and short sections contributed by public utilities.

Within the city of Port Orford, there are 10.7 miles of streets, of which 7.7 miles are paved. Approximately one-half mile of the existing highway route in the project area lies within the city limits. The intersections at the ends of the proposed realignment will be adjusted to merge effectively with the projected change in traffic circulation.

Land Use and Zoning

Existing Land Use and Development. Port Orford was one of the first areas on the southern Oregon coast to be settled by white immigrants. The town of Port Orford was founded in 1851. The early settlers were at-

Rock Wayside, located at the south end of Port Orford; and Humbug Mountain, approximately seven miles south of Port Orford. Garrison Lake lies northwest of the project. This fresh-water lake, separated from ocean beaches to the west by a narrow strip of land, is heavily used by water sports enthusiasts and fishermen for boating, swimming, water skiing and fishing. Angling pressure (primarily for trout) is heaviest in spring, moderate in summer and light in fall months.

Within a fifteen-mile radius of Port Orford are the three abovementioned developed state parks (and four undeveloped state parks), three Forest Service campgrounds on Elk River, one Bureau of Land Management park, two Curry County parks, and a city park. These recreational areas have proven to be major drawing forces, particularly during the summer months. (see Appendix C) In addition, there is sport fishing both in the ocean, with docking facilities at the Port of Port Orford, as well as river fishing along the Elk and Sixes Rivers. Gross revenue from river fishing was about $690,000 in 1971.

Although tourism has slowly taken the place of lumber as the number one industry, the seasonal character of the local economy continues to be a major problem. The Oregon Coast Highway provides virtually the only means of access to the region and serves as the backbone of the tourist industry. Several motels are located in the Port Orford area adjacent to the highway.

Port Orford has a small but important fishing fleet operating out of the harbor at the south end of town. Docks at Port Orford handle the fish catch, which averages in value over half a million dollars annually. Catch includes chinook, coho, shrimp and bottom fish, with shrimp the largest cash crop. A fish cannery which processes much of the catch

Separate data are not available for the residential area north of the city, but this area has been discussed above.

Economic Activity

The basic industries in the Port Orford area are lumber and wood products, tourism (including sport fisheries and hunting), and commercial fishing. The economy of the area depends upon these primary industries. Employment and revenue from the secondary (i.e., retail trade) and tertiary (services) economic sources stem from and are generated by these basic industries.

The lumber and wood products industry historically has been the most important basic industry in the local economy. However, as in most small communities in southwest Oregon, this industry has shown a decline in both output and employment. At present, the only remaining mill in the area is the Western States' Plywood Cooperative, located on the Elk River about five miles north of Port Orford. This plant is subject to periodic closures because of the fluctuating nature of the lumber and wood products industry, an industry which relies heavily on the level of construction. Even when the mill is open, it often does not reach its capacity of 250 employees.

With the increased demand for recreation nationwide, tourism has become a more important industry in the Port Orford area. Tourism has slowly taken the place of lumber and wood products as the number one industry in the area. The basic features attracting tourists to the area are the spectacular coastal scenery found on U.S. 101, along with the many recreational opportunities available at public beaches, lakes, streams, and parks. Within a few miles of Port Orford are three popular state parks: Cape Blanco, located about ten miles north and west of Port Orford; Battle

Structures in the project area--residential and commercial--lack any visual harmony with each other and appear obtrusive on the landscape.

Cultural Environment

Population

The 1970 census provides data by which the population of the city of Port Orford can be compared with the Port Orford County Census Division (CCD) and Curry County. The data given below indicate that, between 1960 and 1970, the city lost proportionately more residents than the county, but not as many as the CCD. The selection of the city as a place of retirement is probably reflected in the higher proportion of city residents 65 years and older as well as in the higher median age for the whole population. The general economic status of the city is reflected in the fact that the median value of owner-occupied dwellings is 37.3 percent lower in the city than in the county, and the median rent is 19.4 percent lower (see Table 1).

Table 1

Demographic Data

ITEM	Port Orford City	Port Orford CCD	Curry County
Total Population	1037	2607	13006
Population Change, 1960-70	-11.4%	-26.1%	-7.0%
Median Age	37.3	34.8	32.1
Percent Under 18	30.5	31.5	34.1
Percent 65 years and older	12.2	11.4	10.7
Median Value of Owner-occupied Dwelling	$10,200	--	$14,000
Median Rent	$62.00	--	$74.00

Source: U.S. Bureau of the Census, League of Oregon Cities, Human Resources Data, 1970, Curry County.

velt elk occurs in the Sixes River basin and black bear are far-ranging animals which are just as likely to be found here as not.

The Port Orford basin is limited in size, and waterfowl habitat is limited. There is little suitable marsh in the area for dabbling ducks and marsh birds. The rocks, stacks and reefs offshore provide nesting for large populations of sea birds. To the north of the Port Orford basin, excellent waterfowl habitat is found in the Coquille estuary.

Eight species of upland game are found in the Port Orford area. The south coast basin is considered one of the best band-tailed pigeon areas in the state. Blue and ruffed grouse, mountain quail, and silver gray squirrels are found in wooded areas, while pheasant, valley quail and mourning dove are found in the limited agricultural areas.

A more complete listing of the wildlife of the Port Orford basin and their associated vegetation cover types, or habitat, is found in Appendix A.

Landscape

The forest and associated cover in the project area consist of vegetative regrowth in its late primary stage of succession. The greatest sensitivity of the project area is its lack of natural ability to regenerate vegetation disrupted by humans. There is an apparent low fertility level in existing soils (almost subsoil in nature), which results in a very slow process of regrowth. The natural regrowth that is likely to occur is generally undesirable, consisting largely of perennial weeds and brushy undergrowth. This condition may not be visually pleasing, it generates more maintenance costs and control problems, and it occasionally becomes a potential fire hazard during extended dry periods. Seeding and mulching along the recently completed adjoining section northerly of this project have been successful in generating suitable ground cover.

bulrushes form thick stands bordering these channels, while the drier portions of the basin are covered with rush, sedge and grass. On the driest ground, willow, alder, and twinberry merge with the forest uplands.

Although the swamp is of limited size (approximately 34.4 acres), it is physically and visually isolated from humans, which makes it an excellent habitat for both the resident and migratory wildlife of the area. Because forest adjoins the swamp along much of its edge, the resources of both habitat types may be used by some forest or swamp species.

In summary, the area is very well suited to wildlife. Food, cover, and shelter occur in abundance and are available throughout the year. The habitat variety (marsh, coastal strand, and forest, including cut-over woods and brush) found within the small area is very favorable. Each habitat type not only supports selective species, but is available for use by species with broad habitat requirements. Distances between habitat types are generally small, and the amount of edge is large.

Although high winds and storms are frequent, the winter does not constitute a severe "pinch-period" here, since frost is infrequent, cover and shelter are abundant, and winter food is available.

With the exception of open beach and marsh, restricted visibility is the rule; wildlife has every chance of remaining unobserved. The most valuable areas for wildlife observation, photography, or hunting are the marsh, shoreline, and recently cleared areas.

Wildlife

As is the case throughout Oregon, big game hunting is important in this area. Black-tailed deer, black bear and Roosevelt elk populations are reported to be stable in the south coast basin. Black-tailed deer are the most common of species within the Port Orford basin; a herd of Roose-

Maritime influence is felt throughout the basin, due to its small size and the lack of protecting hills along the coast. Frequent gale winds and particularly shallow root systems aggravated by a high water table make the trees of the basin subject to harzardous windthrow conditions. This unique condition selectively destroys the taller trees or those whose protecting neighbors have been removed through land clearing. As a result, low stands with dense underbrush and numberous deadfalls and coverts are produced. The tallest trees are found in protected areas, such as the lee side of large stands or on the leeward slopes of hills.

Although conditions within the basin itself are not optimal from the standpoint of timber production, they are very favorable to wildlife. The dense middle and understories of the forest provide food, concealment, and shelter in abundance. Many of the middle and understory species produce winter-persistent fruits, seeds and forage. The high proportion of broad-leaved evergreens maintain favorable conditions for wildlife shelter and concealment throughout the year.

Cut-over forestlands are also considered under this broad category. The generally haphazard logging pattern of the area has left small parcels of land in various stages of regrowth. The uneven age structure of these parcels provides tremendous habitat variety in so small a basin.

2. Swampland

Shallow fresh-water swampland occupies approximately one percent of the land in the Port Orford basin. This swamp meshes with forest uplands along most of its edge. Characteristic zonation of vegetation occurs between the center of the swamp and adjoining woods. The wet core of the swamp contains numerous small, fresh-water channels in which grow musk-grass, yellow pond lily, arrowhead, duckweed and hornwort. Cattails and

Terrestrial Habitat

The area within the Port Orford basin can be divided into four broad categories of aquatic terrestrial habitat: (1) fresh-water swamp, (2) forest uplands/forest regeneration and brush, (3) suburban development and industry, and (4) the coastal strand.

Of these four types of habitat, the most abundant is forest uplands/forest regeneration, while fresh-water marsh is the least abundant, comprising less than one percent of the estimated area of the basin. Although the coastal strand is not affected by this project, marine influence is seen in the composition of the floral community and in the physical nature of the forested uplands.

Although the majority of land in the basin is of the forest type, this type includes numerous small parcels in various stages of forest regeneration, creating a complex mosaic of adjoining conifers, hardwoods, and brush. These small parcels provide a tremendous amount of "edge" and are beneficial to wildlife, greatly increasing the number and complexity of the fauna.

Within the right-of-way, the principal land use is forest uplands (73 percent). The remaining area is almost equally divided among public roads, improved property and marshland.

1. Forest/Forest Regeneration and Brush

Forests occupy the greatest amount of land in the Port Orford basin. With the exceptions of marsh, lake, and coastal strand, most of the undeveloped lands within the basin are potential forest sites.

The trees in the Port Orford basin are a mixture of species which are common to both the coastal strand (stunted lodgepole pine and Sitka spruce) and to the spruce-hemlock forests (Sitka spruce, western hemlock, Douglas fir, and Port Orford cedar).

Aquatic Habitat

Garrison Lake supports fish populations of rainbow and coastal cutthroat trout, largemouth bass, yellow perch, brown bullheads and channel catfish as a result of a yearly stocking program by the Oregon Department of Fish and Wildlife.[2] Garrison Lake also has a popular crayfish fishery, and the drainage basin contains freshwater clams and shrimp. No fishery exists for the latter, although they are useful as fish food organisms.

The cutthroat and rainbow trout migrate to the headwaters of Mill Creek to spawn, travelling up Mill Creek east of the U.S. 101 crossing. These fish start their migration in November and spawn from December through May, with rainbows spawning about one month later than cutthroats. Both species spawn and return to the lake several times during their life span. Largemouth bass spawn in late spring (around May), while yellow perch are more inconsistent, spawning from December through the spring.

These fish feed on a variety of organisms, including aquatic and terrestrial insects, crayfish, other crustaceans, molluscs, smaller fish, frogs, snakes and small birds. Zooplankton are abundant and include cladocerans, copepods and ostracods.

Garrison Lagoon serves as a migration route for trout and as a moderately important (although not primary) rearing and spawning area for largemouth bass and yellow perch. This area also contains fish more tolerant of warmer, muckier and more acid conditions than the lake, as well as a few crayfish and shrimp. Molluscs do not tolerate acid conditions well. Water quality in the lagoon is characterized by fairly low turbidity, low dissolved oxygen levels in places, acid conditions, normal nutrient levels and little buffering capacity. The smell of hydrogen sulfide is evident in this area.

[2] The Oregon Wildlife Commission and the Fish Commission of Oregon merged July 1, 1975 and are now known as the Oregon Department of Fish and Wildlife.

This soil occupies large areas along the coast adjacent to stabilized dune land. The surface is uneven, and slopes are short and abrupt.

Runoff is very slow on this soil. Permeability of the subsoil is rapid, and available moisture-holding capacity is low. Effective root penetration is deep, and fertility is low, The hazard of water erosion is slight. The moderately coarse to coarse texture, weak structure and loose consistency, however, make the soil highly susceptible to soil blowing unless protected by a vegetative cover. The soil can be worked easily.

Organic silts and peat are found in two places within the project area--at Mill Creek and at the arm of Garrison Lake which is traversed by the alignment near the southern terminus of the project.

Drainage System

The entire project lies within a small drainage basin (approximately 3,660 acres) which drains into the Pacific Ocean via Garrison Lake. A low divide separates this basin from the Elk River to the north. The relief of the area is slight, ranging from sea level to 358 feet. Only first- and second-order streams have developed in the basin. The principal stream is Mill Creek, which enters Garrison Lake through a marshy area identified as Garrison Lagoon.

The area penetrated by the proposed road is a rather shallow plain of 35 feet to 55 feet above the elevation of the nearby marshland. This plain slopes southwesterly and is bisected by Garrison Lagoon, which lies in a trough running northerly from Garrison Lake and crosses, parallels, then recrosses the proposed alignment. At a point about midway in the stream system, a log pond has been formed by a dam, restricting the discharge of the stream.

The Blacklock series consists of nearly level to gently sloping, dark-colored soils that are poorly drained. These soils were formed in moderately coarse-textured sediment laid down by wind and water. They occupy concave slopes on flats and depressions on marine terraces.

In a typical profile, the surface layer is fine sandy loam to a depth of about 18 inches. It is very dark gray in the upper part and gray below. It overlies a dark reddish-brown to yellowish-brown subsoil that is cemented in the upper part. Pale yellow loamy fine sand is at a depth of about 48 inches.

Runoff is very slow on the soil, and the hazard of erosion is slight. Permeability of the subsoil is very slow. Effective root penetration is moderately shallow to moderately deep, and fertility is low. Pastures have been established in some areas by installing surface drains, adding large amounts of lime and commercial fertilizers, and seeding shallow-rooted grasses and legumes that tolerate wetness.

The Netarts series consists of nearly level to very steep, moderately coarse-textured and coarse-textured soils that are well drained. These soils were formed in deposits of arkosic sand laid down by wind. They are on marine terraces chiefly in the northern part of the survey area near stabilized dune land and near Blacklock soil areas.

In a typical profile, the surface layer of the Netarts soil series is very friable, very dark gray, and dark brown sandy loam about 7 inches thick. The subsoil is dark reddish-brown sandy loam in the upper part and olive-brown loamy fine sand in the lower part. Light olive-brown loamy fine sand is at a depth of about 40 inches. The surface layer is very strongly acidic, and the subsoil is strongly to moderately acidic.

EXISTING ENVIRONMENTAL SETTING

Natural Environment

Geology

The topography of the project area is typical of the elevated marine terraces found between Bandon and Port Orford. It is a youthful topography consisting of a relatively flat plain in which small stream gullies have been incised to depths of 20 to 30 feet. Poorly consolidated sands and gravels from a few feet to 100 feet thick characterize these terraces. The typical subgrade material throughout the project consists of clean, unconsolidated terrace sands. These sands vary from fine- to coarse-grained. There are some thin layers which are uniformly fine-grained or coarse-grained, and, occasionally, very thin silty layers and clay seams are encountered.

The above-described subgrade material is overlain by an overburden of finer-grained soils which are slightly plastic. The upper 3 to 4 feet of this overburden layer are of a slightly sandy silt. On the northerly 4000 feet of this project, the upper zone is underlain by a layer of relatively thin and variable lenses of fine-grained soils ranging from silts to silty clays. This lower zone extends to depths varying from 5 to 12 feet, where it overlies clean sands. Throughout the rest of the project section, there appears to be a gradation from the upper three- to four-foot silt layer into the underlying clean sands. The lower limits of this transitional zone range from 4 to 7 feet in depth.

The Soil Conservation Service has mapped two soil units as occurring within the project area. These are Blacklock fine sandy loam and the Netarts sandy loam.

The design hearing was held on January 15, 1970, and design approval was received from the Federal Highway Administration on April 13, 1970. At the design hearing, there were some suggestions for minor modifications for access and circulation within the local road system. Also, a request was made by the Curry County Commission for a small boat access to be provided in the Mill Creek Channel at Garrison Lagoon. This was considered to be a matter of local concern and financing. To date there has been no firm planning for the channel. The bridge will accomplish the desired results if channel plans ultimately develop.

The A-95 review of this proposal was completed in March 1970. All appropriate state agencies expressed no objection to the project.

On June 2, 1970, the Oregon Transportation Commission approved the location and design of this project. That approval constituted authority for the Highway Division to proceed with acquisition of the necessary right-of-way for the project. It was in planning for the relocation that the Highway Division began its program of right-of-way acquisition. The process was advanced through the relocation and demolition of structures within the right-of-way. Continuation of the program was deferred, pending rescheduling of priorities among highway projects.

The start of construction on this project is scheduled for fall, 1975.

disturb the relatively unusual environment in the swamp less significantly than would construction of the fill, at only slightly greater cost. The upper crossing of Mill Creek, a much smaller stream in this area, will be by fill corrugated metal pipe culverts.

Project History

The Elk River-Port Orford section of the Oregon Coast Highway was originally constructed in 1923. The most recent major renovation of the route was completed in 1931.

In the late 1950's and early 1960's the proposed project was initiated as part of a continuing project to upgrade the Oregon Coast Highway where the existing roadway was either low standard or deteriorating through usage. Justification for improvements was also based on traffic growth and future projection information. As a result, many sections were improved on the existing alignment and others were relocated and constructed on new alignment. Those sections constructed on new alignments replaced alignments that were substandard in both grade and curvature.

Public hearings were held to consider the location and design of this highway section. The first hearing, the corridor hearing, was held on April 10, 1969, at Port Orford. Two alternatives were considered at that hearing, the new location and improvement in the existing corridor. A review of the hearing testimony and accompanying statements indicated general approval of the new corridor. Subsequently, on October 6, 1969, the Federal Highway Administration granted location approval for the corridor. (For detailed analysis of the alternatives, refer to the "Alternatives and Reason for Project Selection" section of this statement).

crossing, the alignment will continue southerly to merge with the existing highway in Port Orford.

The new location will cross a tributary and the main course of a local stream system identified as either Mill Creek or Silver Butte Creek.[1] This is a southwesterly flowing drainage ending in Garrison Lake, a large body of fresh water that lies northwest of Port Orford.

For most of its length, the proposed facility will be a two-lane highway having twelve-foot travel lanes, eight-foot paved shoulders, and 6:1 side slopes. At the major public road access points, a wide paved median for channelization will accommodate desired left-turn movements. At the southerly end, the roadway will increase to four lanes. The portion within the developed area of Port Orford will be curbed and will include shoulder parking.

The proposed facility will have limited access, with county roads being connected where they intersect with the new location. A bikeway will be provided by striping and signing the paved shoulders, which may also be used for emergency parking.

The main crossing of Garrison Lagoon (or swamp) is planned to be on a prestressed concrete structure. The bridge would be 500 feet long with a varying roadway width (68 feet to 78 feet) to provide for four travel lanes and eight-foot shoulders plus a tapering median. The original plan for this crossing was by an end-fill embankment placed in an excavated trough, with a corrugated metal culvert permitting a continuance of the maximum discharge flow of Mill Creek and tributaries. However, further evaluation of the crossing technique determined that a structure would

[1] The name "Mill Creek" is preferred and will be used hereafter.

Therefore, unless this section is improved, the capacity will be greatly exceeded and will result in decreased levels of service and safety. The accident rate for this section for the ten-year period, 1965 to 1974, is slightly above the statewide average for this type of highway.

This section of the Oregon Coast Highway lies between recently improved sections. At the north, a connection would be made to an existing tangent of highway which runs northerly across the Elk River lowlands. The Sixes River-Elk River section was constructed in 1969-71 and features a climbing lane from the river up to a point where the subject project would begin. This new highway section has wide travel lanes and wide shoulders. On the south end, the existing main thoroughfare in the city of Port Orford is four lanes. Therefore, this section, adjoining improved sections, is a traffic bottleneck and is regarded as an area of stress. The growth of tourism and the resulting conflict with local traffic, including many log trucks and school buses, have added to the problems of this highway section.

Project Description

The project section will be relocated, primarily through undeveloped rural land. Except for one gentle curve near the midpoint and slight curves at each end, the proposed highway section will have a tangential alignment. At the northerly end of the proposed project, the horizontal alignment will generally follow the existing highway for approximately 800 feet. The alignment will then diverge from the existing highway and continue in a more southerly direction to cross Silver Butte Avenue approximately 300 feet westerly of the present highway. From this

PURPOSE AND DESCRIPTION OF PROJECT PROPOSAL

Purpose

The purpose of this project proposal is to improve a two-mile section of the Oregon Coast Highway (U.S. 101). The northerly end of the project section is approximately 1-1/2 miles north of the city limits of Port Orford. The southerly end is at the intersection of 20th Street and the Oregon Coast Highway within the city of Port Orford (see figure 1).

The existing configuration of this section of the Oregon Coast Highway is substandard in terms of present highway design and is in need of modernization to adequately handle present and future traffic. The present highway section forms a broad curve and provides minumum sight distance. The horizontal and vertical alignment make it unsafe for a motorist to pass for approximately 47 percent of the entire length of the section. The highway is narrow--two ten-foot travel lanes with four-foot shoulders. Access to the highway is uncontrolled, and a recent count indicates 73 separate points in this section where local access roads and driveways enter the highway. This proliferation of access points along the highway has inhibited the safe and expeditious flow of traffic.

In 1974, the average daily traffic (ADT) for this section was 5,200 vehicles. Approximately 19% are trucks. Due to heavy summer recreational use, the ADT in the peak summer month of August is about 150% of the yearly ADT, or about 7,800 vehicles per day. This high percentage of trucks, the narrow traffic lanes, uncontrolled access, and limited sight distance result in a roadway capacity of approximately 5,500 vehicles per day. The projected 1994 traffic volume, assuming no improvement of the section, is estimated to be about 9,000 vehicles per day.

Adjoining section at north end of project

Part of existing highway section to be by-passed

Adjoining section in Port Orford at south end of project

Log pond and marshland in project area.

[illegible] water quality sampling process

Garrison Lake, a prime recreational area, downstream from the project drainage system.

(5) Alternatives: Two alternative corridors were evaluated and presented at the corridor public hearing: (1) improvement in the existing corridor and (2) realigning in a new westerly corridor. The "no-build" alternative would perpetuate the existing undesirable conditions.

(6) Agencies and groups from which comments on the draft environmental statement were solicited:

Coos-Curry Council of Governments
Oregon Environmental Council
United States Department of Agriculture
United States Department of Housing and Urban Development
United States Department of Interior
Federal Aviation Administration
United States Bureau of Sport Fisheries and Wildlife
United States Army, Corps of Engineers
National Park Service
United States Environmental Protection Agency
United States Bureau of Outdoor Recreation
National Oceanic and Atmospheric Administration
City of Port Orford

(7) Agencies, organizations and individuals commenting on the draft statement:

Soil Conservation Service, Department of Agriculture
Corps of Engineers, Department of the Army
Department of Commerce
Department of the Interior
United States Coast Guard, Department of Transportation
Environmental Protection Agency
Division of State Lands
Oregon Department of Fish and Wildlife
Department of Geology and Mineral Industries
City of Port Orford
Oregon Environmental Council
Port Orford Chamber of Commerce
John Frankovich

(8) The Draft Environmental Impact Statement was released to the Council on Environmental Quality on December 13, 1974.

(4) Summary of Environmental Impacts:

a. New highway realignment will traverse mainly undeveloped forest and marshland. The roadway will cross Mill Creek thrice--twice by fill and culvert, and on the southern end by structure. The structure will be of sufficient length to cross the marshy area adjacent to Mill Creek. This area, called Garrison Lagoon, will be degraded as aquatic habitat, although the use of a structural crossing will greatly minimize the magnitude of adverse effects.

b. Clearing and grubbing for highway construction will remove valuable forest and marshland habitat and will displace and modify existing populations of forest and swamp fauna.

c. The proposed alignment of the highway has required the acquisition of approximately 56 acres. Six residences and three business operations were affected. FHWA granted approvals for the corridor and design for this project in 1969 and 1970. Subsequently, right-of-way acquisition was initiated and completed.

d. The new facility will bypass a moderately built-up section and will result in nearly all of the existing and future traffic being diverted over the new section. The existing highway section will serve local traffic.

e. Businesses on the existing highway that are dependent upon tourist and through traffic for survival may experience economic decline.

f. Noise levels at residences along the existing highway will be reduced. If traffic projections are realized, there will be three small areas of residential housing near the new route which will experience increased noise levels.

FHWA-OR-EIS-74-08-F

SUMMARY

Elk River-Port Orford Section
Oregon Coast Highway (U.S. 101)
Curry County, Oregon

(1) Federal Highway Administration Administrative Action Environmental Statement.

( ) Draft (X) Final

( ) Section 4(f) Statement attached

(2) The following individuals can be contacted for additional information concerning the proposed project and environmental statement:

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Telephone: 378-3832

Mr. Gary Potter
Manager, Environmental Section
Oregon State Highway Division
Salem, Oregon 97310
Telephone: 378-8486

Mr. Alfred Shirley
Regional Engineer
Oregon State Highway Division
1523 S.E. Cobb Street
Roseburg, Oregon 97470
Telephone: 672-5441

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Division
Salem, Oregon 97310
Telephone: 378-6563

(3) The proposed project consists of constructing, at a new location, a two-mile segment of the Oregon Coast Highway (U.S. 101) at Port Orford, Curry County, Oregon. The project will eliminate a slightly longer portion of substandard existing highway. For most of its length the proposed facility will be a two-lane highway having twelve-foot travel lanes and eight-foot paved shoulders. The purpose is to improve safety and reduce congestion.

PROJECT LOCATION

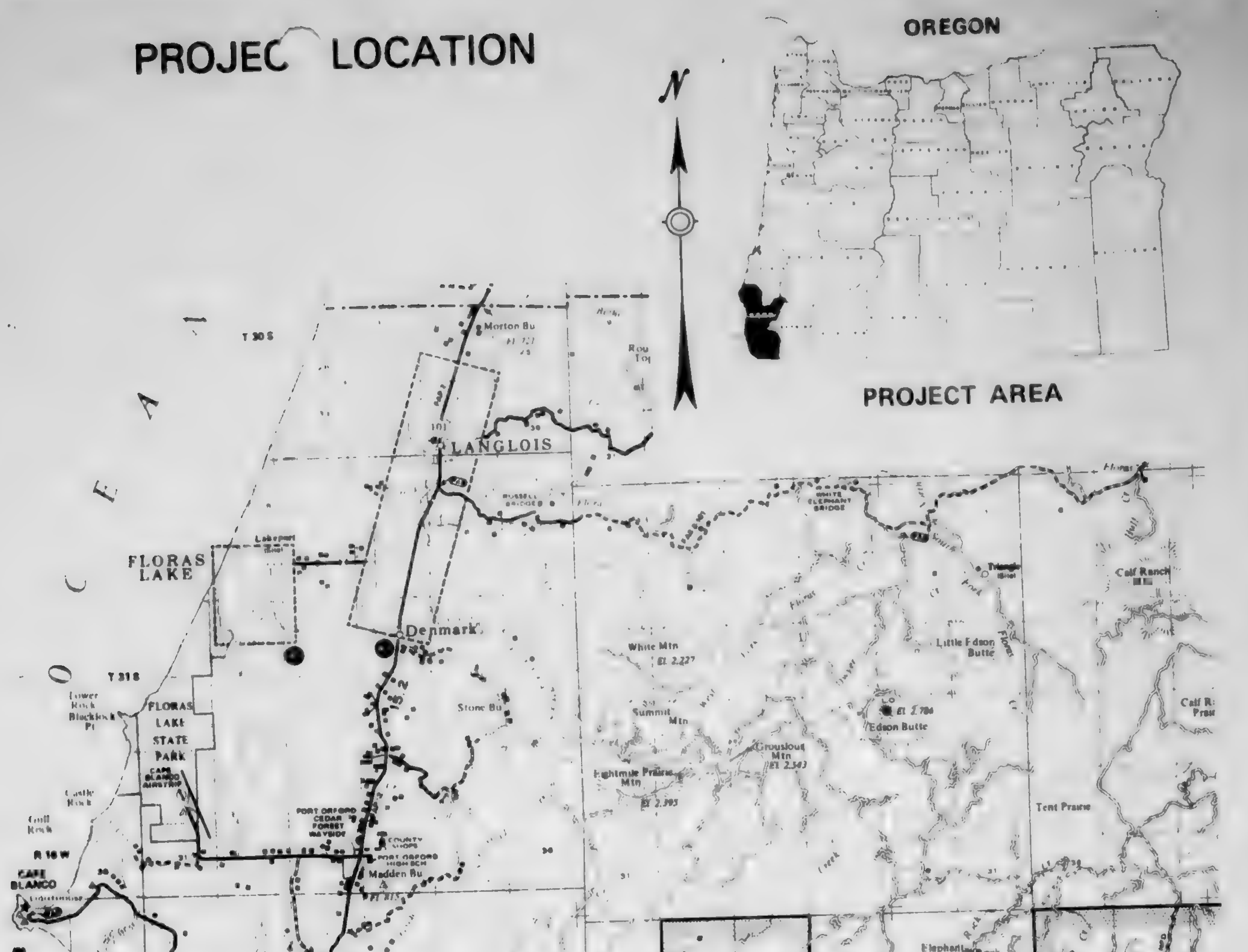

OREGON
PROJECT AREA
N
PACIFIC OCEAN
ELK RIVER - PORT ORFORD SECTION
LANGLOIS
FLORAS LAKE
Denmark
FLORAS LAKE STATE PARK
Lower Rock
Blacklock Pt
Castle Rock
Gull Rock
CAPE BLANCO
Sixes
Silver Bu
PORT ORFORD
Klooqueh Rock
The Heads
Tichenor Rock
Rocky Pt
Redfish Rocks
HUMBUG
MOUNTAIN
Morton Bu
White Mtn
Summit Mtn
Grassy Mtn
Eightmile Prairie Mtn
Stone Bu
Edson Butte
Little Edson Butte
Calf Ranch
Tent Prairie
Elephant Rock
SIXES RIVER RECREATION SITE
China Pk
SISKIYOU
Grassy Knob
Anvil Mtn
Mt Butler
MOUNTAIN
Purple Mtn
T 30 S
T 31 S
T 32 S
R 15 W
R 16 W

FIGURE 1

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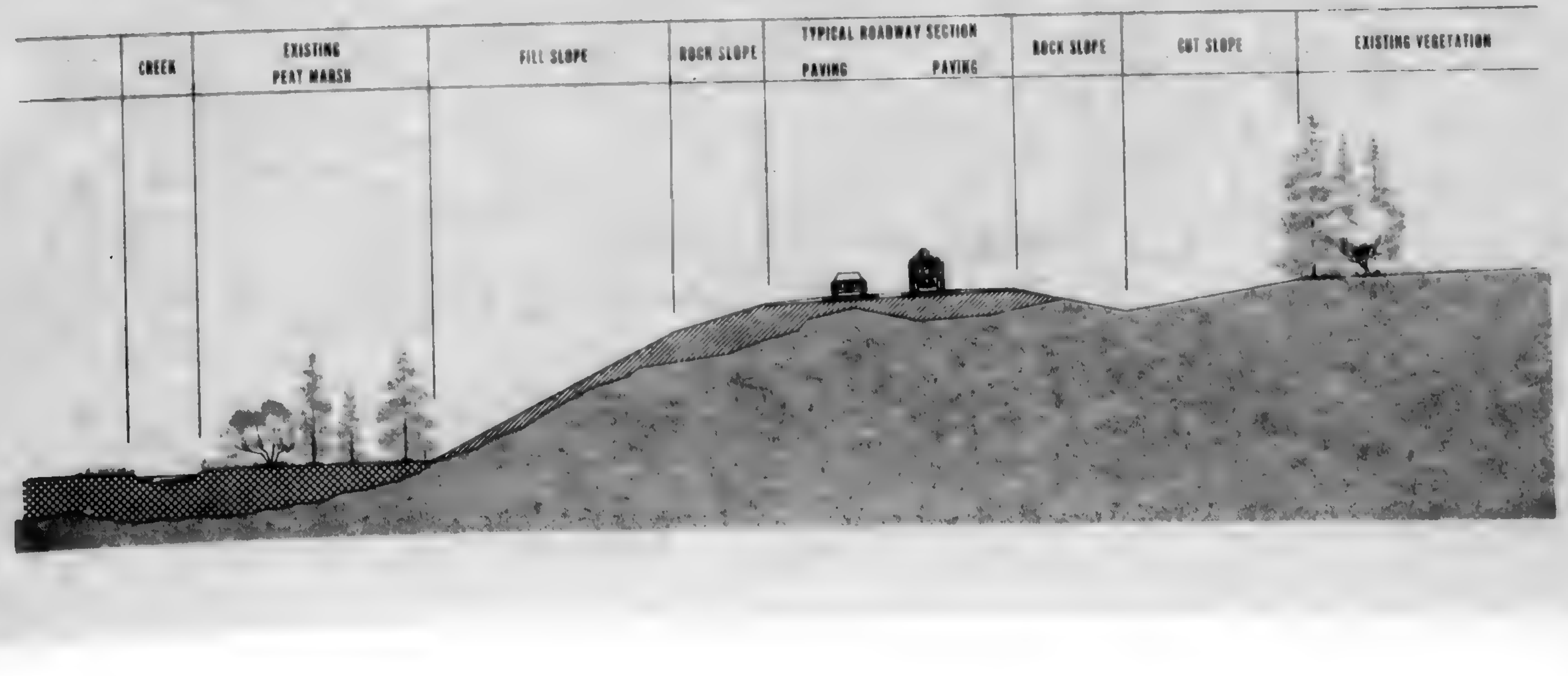
Final Environmental Impact Statement

ELK RIVER - PORT ORFORD SECTION

OREGON COAST HIGHWAY
CURRY COUNTY OREGON

DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION


CREEK
EXISTING PEAT MARSH
FILL SLOPE
ROCK SLOPE
TYPICAL ROADWAY SECTION
PAVING
PAVING
ROCK SLOPE
CUT SLOPE
EXISTING VEGETATION

8325

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 6, 1975

In reply refer to: 1041DB.T

SUBJECT: Oregon Project F-95(-)
Elk River-Port Orford Section
Mandatory Materials Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in designating the Knapp property as a mandatory materials source for the reasons set forth in Mr. Terpin's June 24 letter. The use of this site will have a minimum adverse environmental effect and is in the best interests of the public.

G.K. Hossner
for G. L. Green

8-11-75
CC: Terpin

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 11 '75
REFER TO
FOR
Info | Leaves | P/D | D/R | Sign | Act

8325 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

August 20, 1975

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr. JEWilson
Asst. Engineer of Materials

SUBJECT: **Elk River-Port Orford Section**
Aggregate Specifications

TO: Mr. C. G. Swenson
Specifications Engineer

We have reviewed your 12 August 1975 specification proposal for aggregate production on the Elk River-Port Orford Section. Although we question the need for scalping, we agree that aggregate of suitable quality for asphalt concrete and cement treated base should be obtained by the method and requirements specified.

It is still our opinion that through proper selection of native material and control of aggregate gradation during production, suitable aggregate can be obtained with use of natural sand. Although the forced use of scalping on the project will undoubtedly be considerable more costly, aggregate of good quality should certainly be obtained.

We feel that for use of a scalping method specification, the screen size for removal of the fine material should not be designated. Instead, the gradation of the scalped material should be specified. A maximum of 15 percent passing the ½-inch sieve is suggested.

JEW:gs

cc: J. H. Versteeg
C. T. Keasey

1 Versteeg ✓
A. Olson
Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
AUG 20 1975
ROAD
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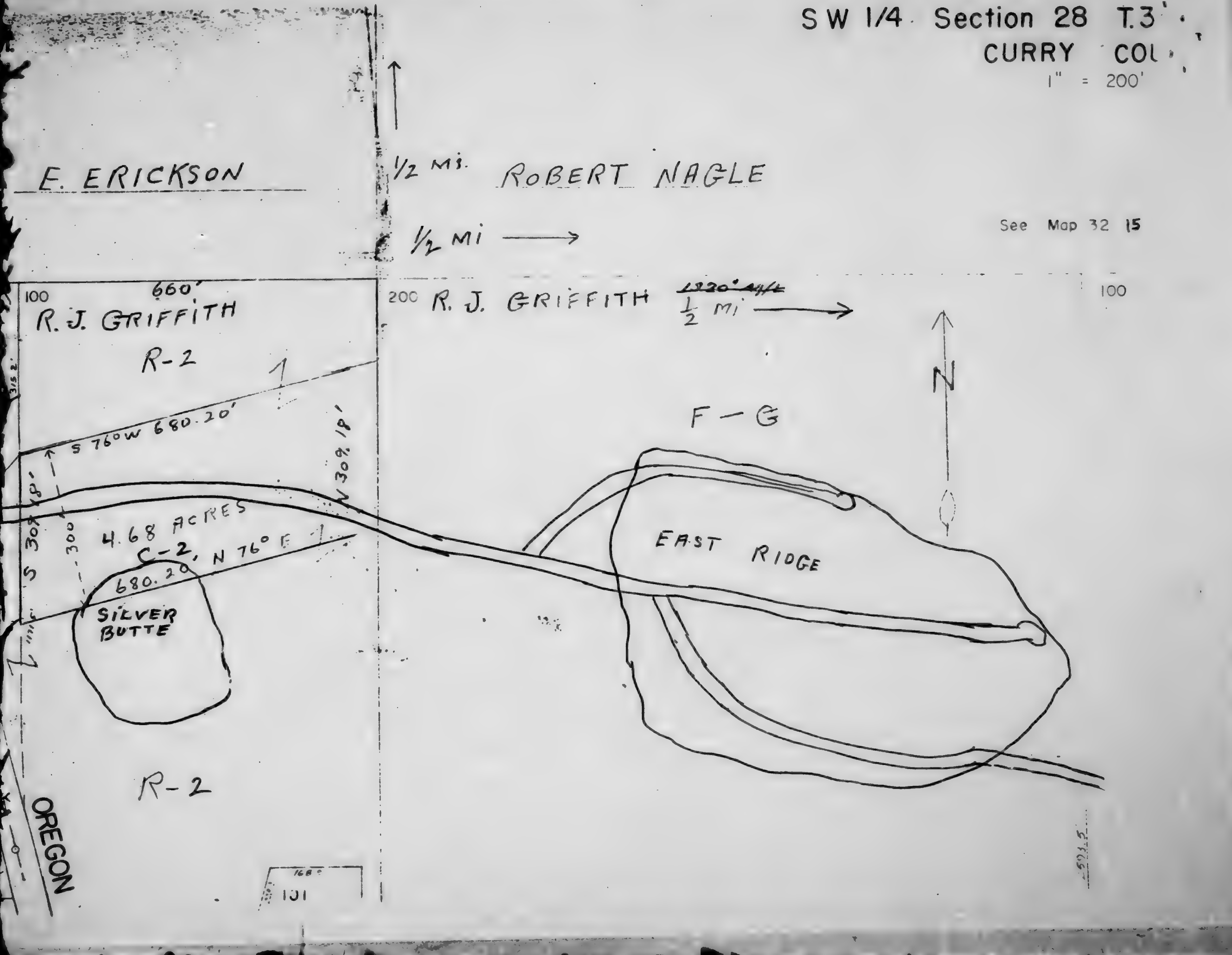

See Map 32 15
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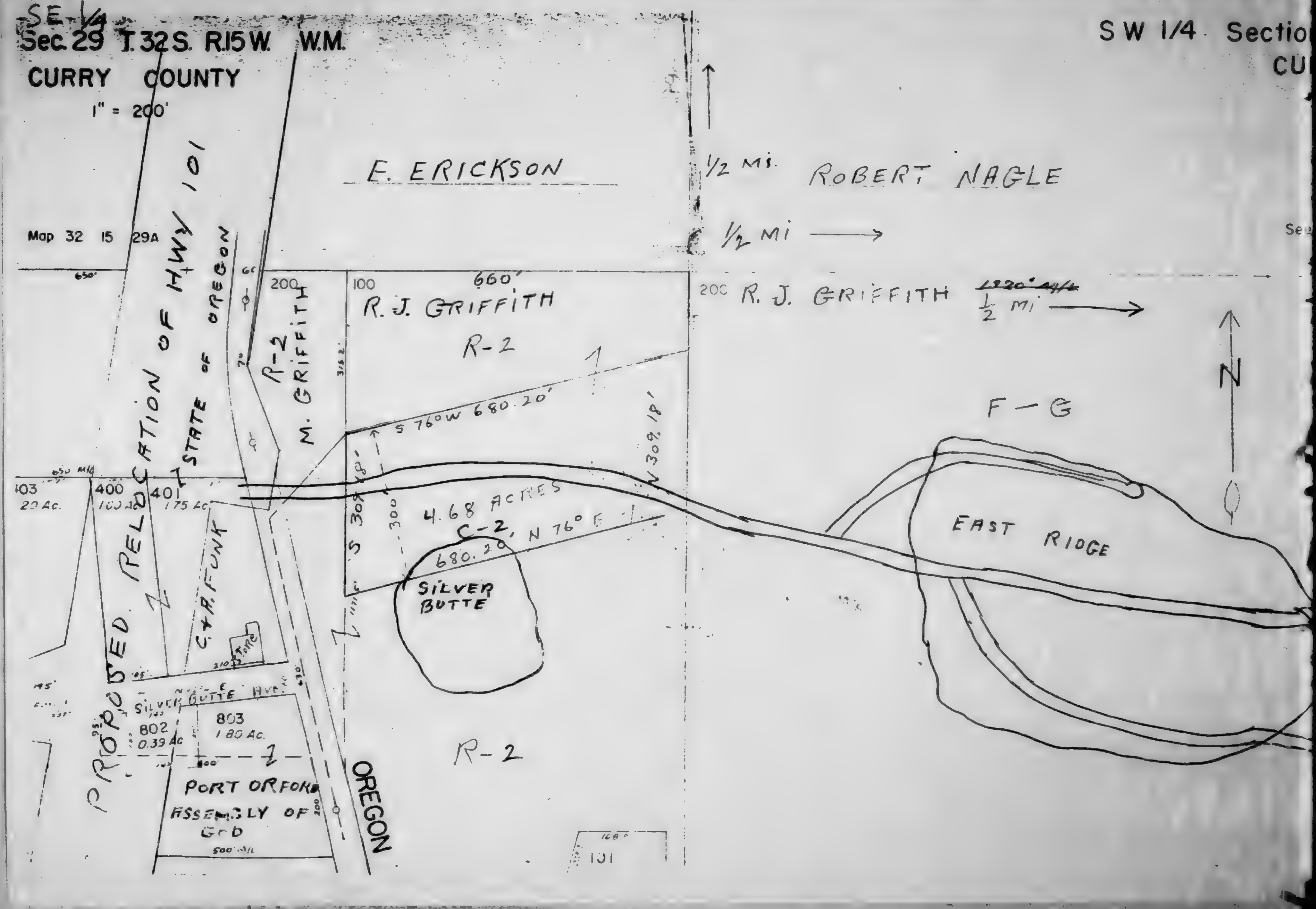SE 1/4
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C-2
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400
100 Ac
401
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C.+R. FUNK
STORE
SILVER BUTTE AVE.
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803
1.80 Ac.
PORT ORFORD ASSEMBLY OF GOD
500 M/L
OREGON
101
168'
315.2'

Info
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R/D
☒ D/R
Sign.
Act
File

REFER TO Wolfe FOR

No 1275

R.C ED
TECH'Y ENGR

NOTED
E. S. HUNTER

Star Route, Box 70;
Port Orford, Oregon
May 7, 1975

8-13-75
ORIGINAL TO
Vic Wolfe
answer direct

Mr. E. S. Hunter
Deputy State Highway Engineer
Salem, Oregon

Dear Mr. Hunter,
I want to thank you for putting me in touch
with Mr. Woolfe. He gave me fine information,
and alerted me to the fact that two or three
Silver Buttes may be hiding under the overburden
of in East Ridge. (See enclosed map)
Shale is encountered all along both sides, [illegible]
to the formation of Silver Butte, and I came to
hard conglomerate at 16 feet deep, through an old
gravel bar at the narrow eastern tip of the ridge.
I anticipate basalt a short distance deeper. This
furnished the heat to harden the conglomerate, Perhaps.

accordingly, I would like to get rid of the
overburden, and I offer it free to the Hiway Dept,
with authorization to rip up as much shale &
conglomerate as required for the proper
mixture for making fills. Off-hiway equipment
can perhaps be used, as we have a direct
route, crossing old hiway 101 to reach the
new right-of-way.

I think fills would be better than structures—
more permanent and no upkeep (I furnished
the material for the county fill near Geers addition
several years ago, and it is holding firm.

Hoping you can make use of the material,
I am, Very truly yours,
Raymond J. Griffith
(332-5575 after Wednesday)

8325 13

1859

**OREGON STATE
HIGHWAY DIVISION**

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

August 21, 1975

Mr. Raymond J. Griffith
Star Route, Box 70
Port Orford OR 97465

Dear Mr. Griffith:

Mr. Hunter has referred to me your letter of August 7 regarding a potential material source for embankment material for construction of the Sixes River-Port Orford Section of the Oregon Coast Highway.

The project plans are in the final stages of preparation and should be completed within the week. Bid opening is scheduled for September.

The current plans do not contemplate the need for embankment materials from borrow areas off the job limits. We therefore cannot accept your offer of materials at this time.

We will, however, send a copy of your letter to A. F. Shirley, Regional Engineer in Roseburg, for reference, since in construction of projects a contingency may arise requiring embankment materials.

Very truly yours,

Victor D. Wolfe
Location Engineer

cc A. F. Shirley (w/att)

GCW:mc

bc E. S. Hunter
C. T. Keasey

RECEIVED
STATE HWY ENGR
AUG 21 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

A+R-543 5-22-70

8325 Elk River-Port Orford Sec. 1976
on Oregon Coast Hwy.
(Grade, pave & structure) #1

83[illegible]5

9

INTERNATIONAL BUSINESS FORMS, INC.

SPEED MEMO

OREGON STATE HIGHWAY DIVISION

TO: J. X. Wilson

SUBJECT: Knapp Gravel Pit
Elk River-Port Orford Sec.

FROM: L. V. Blickenstaff

DATE: Sept. 3, 1975

I have been informed by Mr. Brown of the Curry County Planning Commission that Mr. Knapp had the zoning changed on his land from "Forestry-Grazing" to Agricultural and as such, now requires a conditional use permit. He is sending me application blanks to make the request.

[illegible] REGION
[illegible]ED
[illegible] 1975

Versteeg
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
2 Trout

RECEIVED
SEP - 5 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

CC: Don Trout

L. V. Blickenstaff
(SIGNATURE)

PLEASE REPLY HERE

CC:
(SIGNATURE)
(DATE)

9325 78

Form 81-734-1105

1-P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. Not yet assigned

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Elk River-Port Orford

Date September 4 1975

Highway Oregon Coast

F.A.P. No. JOP-95(3)

County Curry

Prefix 8-1054 Account No. 285-01

Description of Work To Be Done:

Adjust 4" City water main (Work to be done by the City of Port Orford)

Location by Station Numbers:

1354 to 1362

Estimate of Quantities and Costs:

Lump Sum	$4663.81

Explanation:

City of Port Orford has a 4 inch water main in conflict with proposed construction.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $ 4663.81 for work under this order $

Expected under-run over-run (amount) . . . . . . $

Expected under-run over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Gary Kenner Regional Utility Engr. Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approved: C P Kensey Construction Engineer

L.V. Blickenstaff

85[illegible]5

9

OREGON STATE HIGHWAY DIVISION

1 Versteeg ✓
A. Olson
2 Turpin T
Scott
3 Swenson [illegible]
R. Olson
[illegible] Trout

RECEIVED
SEP 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ✓
Other

Coquille, Oregon
Sept. 10, 1975

Elk River-Port Orford Sec.
Oregon Coast Highway
Curry County

REFERRED TO
Beard
Reed
Cole
Sample
[✓ Eriksen] FE
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. Charles Fitzhugh
County Assessor
Curry County
Gold Beach, Ore.

60

Dear Sir:

In December of 1974 we made an agreement with Knapp Ranches, Inc. to remove gravel from their property. At that time the land involved was zoned "Forest-Grazing". Under that zoning classification no permit was needed however this land has since been zoned "Agricultural" and a permit is now required.

One of the requirements for a conditional use permit application is a list, prepared by the County Assessor, of the names and addresses of all property owners within 200 feet of the exterior boundaries of the property involved.

I am enclosing a sketch map showing the property involved and a blank form for your use in listing the involved property owners. Would you please supply the required information and return the form to my office.

Very truly yours,

L. V. Blickenstaff

L. V. Blickenstaff
Resident Engineer

OREGON STATE HIGHWAY DIV.
L. V. BLICKENSTAFF
RESIDENT ENGINEER
P. O. BOX 606 290 W. MAIN
COQUILLE, OREGON 97423

c/c A. Shirley ✓

cc: J.H. Versteeg
CT Rewey

City of Port Orford, Oregon
97465

September 12, 1975

Mr. Less Blickenstaff
State Highway Dept.
Box 606
Coquille, Oregon 97423

Dear Mr. Blickenstaff:

We wish to request your department abandon that section of the old Highway 101 from Madrona Ave. south to the adjoining portion of the new construction near 20th. street, and remove the existing pavement of such section. We are enclosing herewith 2 copies of your engineering maps showing this area, which we have circled in red.

The owner of this adjoining property, Mr. N. B. Marsh, has requested this be done since it is not needed for access to his property and would only create problems with the guard rail at the dead end turn around.

Thank you for any consideration you might give this matter.

Sincerely,

CITY OF PORT ORFORD
Vernita Longton
Vernita Longton
Administrator

cc: Curry County Commissioners
Mr. N. B. Marsh

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille

DATE Sept. 15, 1975

TO
Mr. A. Shirley
Regional Engineer
Roseburg

FROM
L. V. Blickenstaff
Resident Engineer
Coquille
L.V.B.

SUBJECT
Elk River-Port Orford Sec.
Oregon Coast Highway
Curry County

A few days ago Mr. N. B. Marsh called me and said he was the sole owner of all the land on both sides of the existing highway between Madrona Ave. and the connection with the new alignment near 20th. St. He said he did not want access to his land from this portion of the existing highway after the new construction and was requesting that we remove this pavement and not construct the Cul-de-Sac. as shown on the plans. He asked me if I thought this change could be made and I told him if the facts were as he had stated, I thought it could.

He further asked if he should have the City of Port Orford request this change be made and I said he should. Enclosed is the city's request, together with two plan sheets showing the section involved.

8525

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 17, 1975

FILE: LOC 17

Elk River-Port Orford
Oregon Coast Hwy.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: J. H. Versteeg
Road Design Engineer

Attached hereto is a copy of a letter from L. V. Blickenstaff, Resident Engineer, and a letter from the City of Port Orford requesting that the cul-de-sac left of Station 1358 on the Elk River-Port Orford Section of the Oregon Coast Highway be deleted. It is the recommendation of this office that we comply with the city's request.

AS/cw
Attach.

cc L. V. Blickenstaff

REFERRED TO
_____Board_____ _____Reed_____
_____Cole_____ _____Sample_____
_____[✓ Erikson] F.E. _____Watson_____
_____Hager_____ _____Wolfe_____
Return Discuss [✓ Do] File Copy Due___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
___ A. Olson ___
2 Turpin FT
4 Scott ___
3 Swenson EW
___ R. Olson ___
___ Trout ___

RECEIVED
SEP 1[illegible] 1975
ROAD
D[illegible]N

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To ______
Bring Up ______
Other ______

There are some utilities in the R/W that will be affected by abandoning.
F.E.

Please handle
Hal

9B-4-20

9325 7-17-75 48

FHWA-OR-EIS-74-08-F

Elk River-Port Orford Section
Oregon Coast Highway (US 101)
Curry County, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

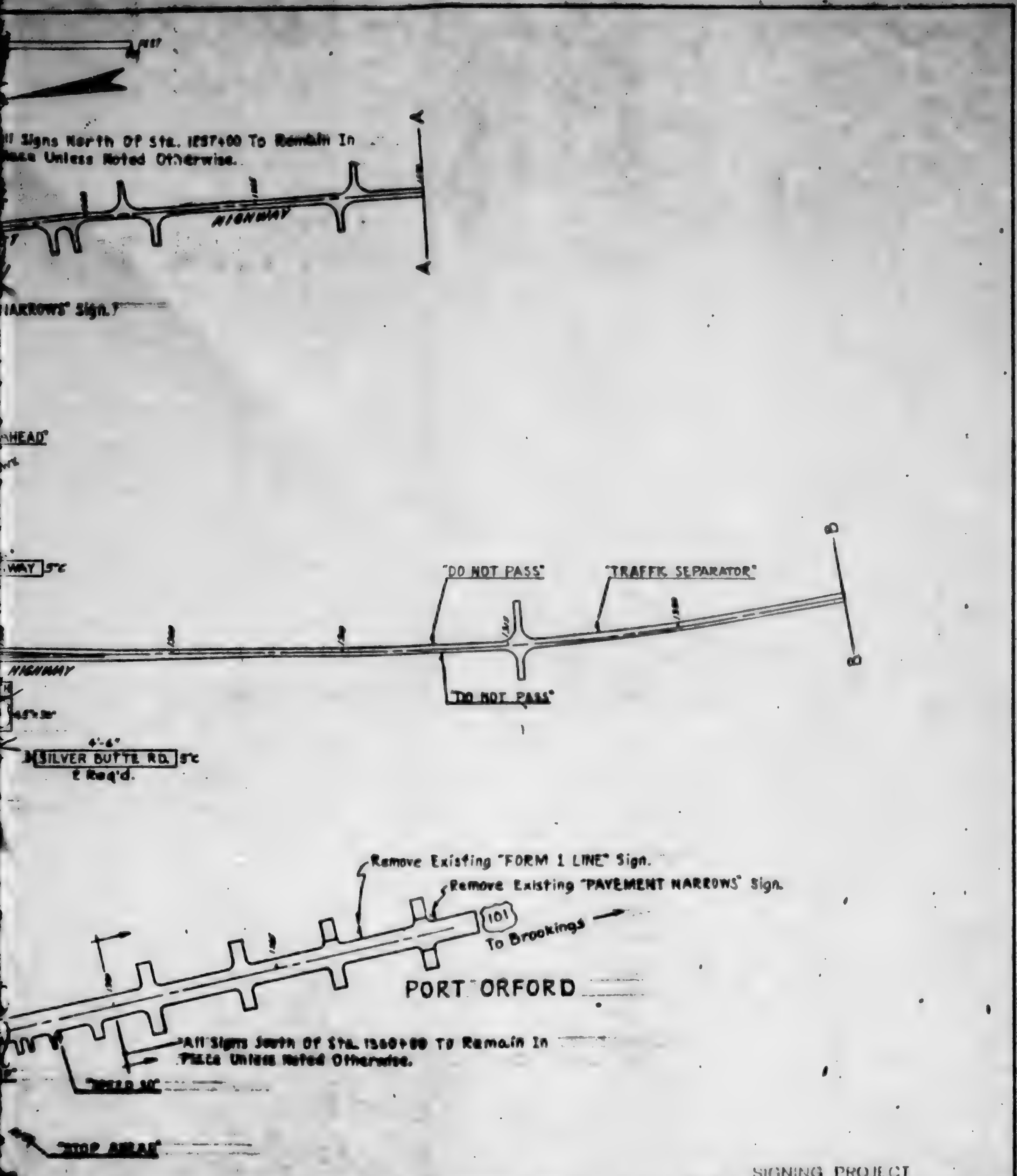
Submitted pursuant to 42 U.S.C. 4332(2)(c)
and 23 U.S.C. 128(a).

7/17/75
Date

Assistant State Highway Engineer

9-14-75
Date

Richard C. Cowdery
for: Regional Federal Highway Administrator



All Signs North Of Sta. 1237+00 To Remain In Place Unless Noted Otherwise.
HIGHWAY
A
A
NARROWS" Sign.
AHEAD"
WAY 5"C
"DO NOT PASS"
"TRAFFIC SEPARATOR"
B
B
HIGHWAY
"DO NOT PASS"
4'-6"
SILVER BUTTE RD. 5"C
2 Req'd.
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT NARROWS" Sign.
101
To Brookings
PORT ORFORD
All Signs South Of Sta. 1360+00 To Remain In Place Unless Noted Otherwise.
"STOP AHEAD"

John Madding
COUNTY APPROVAL
12 /4/ 74
DATE

Vernon Sonderman
CITY APPROVAL
12 /3/ 74
DATE

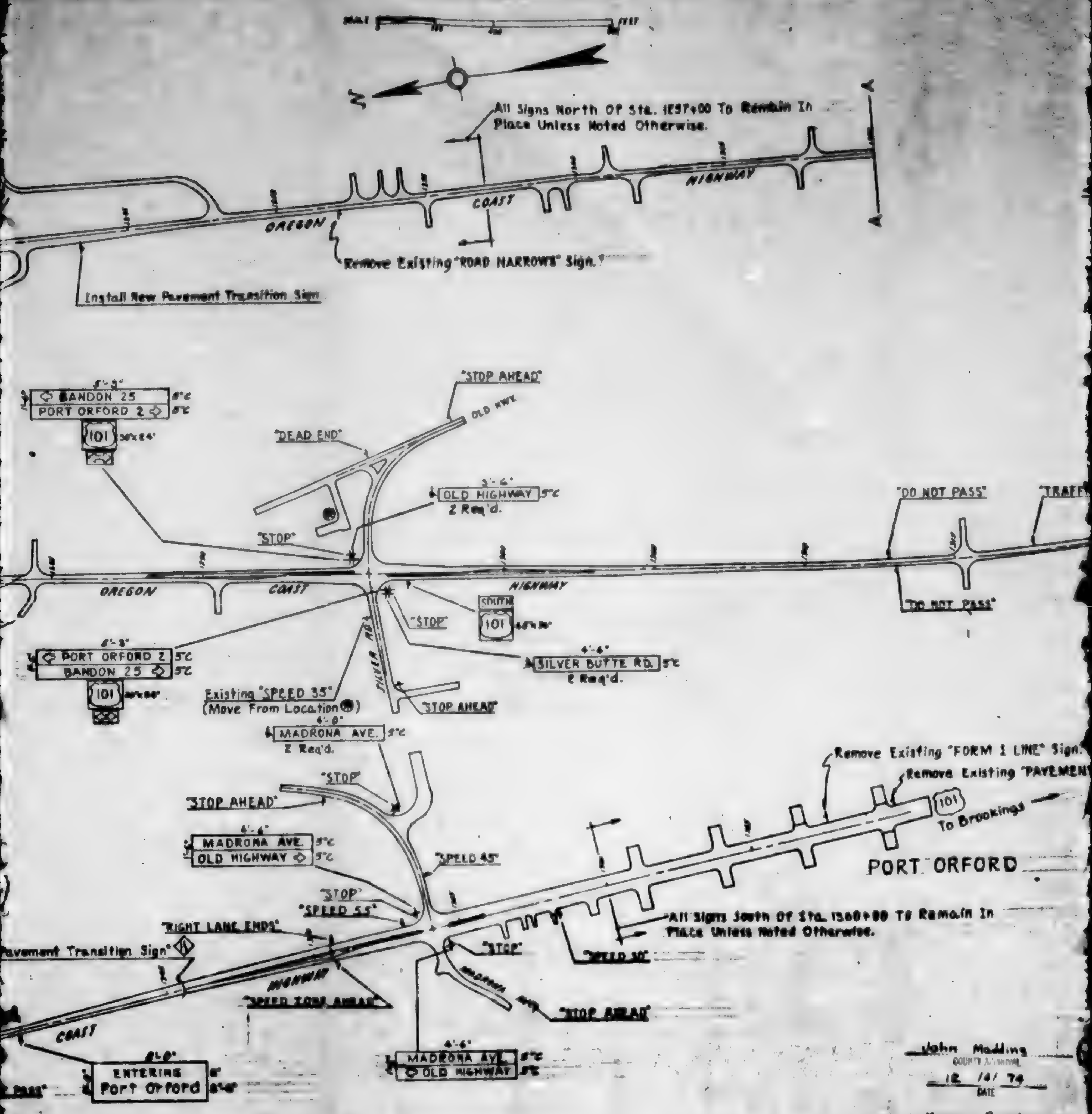
SIGNING PROJECT

ELK RIVER - PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

Mile Post

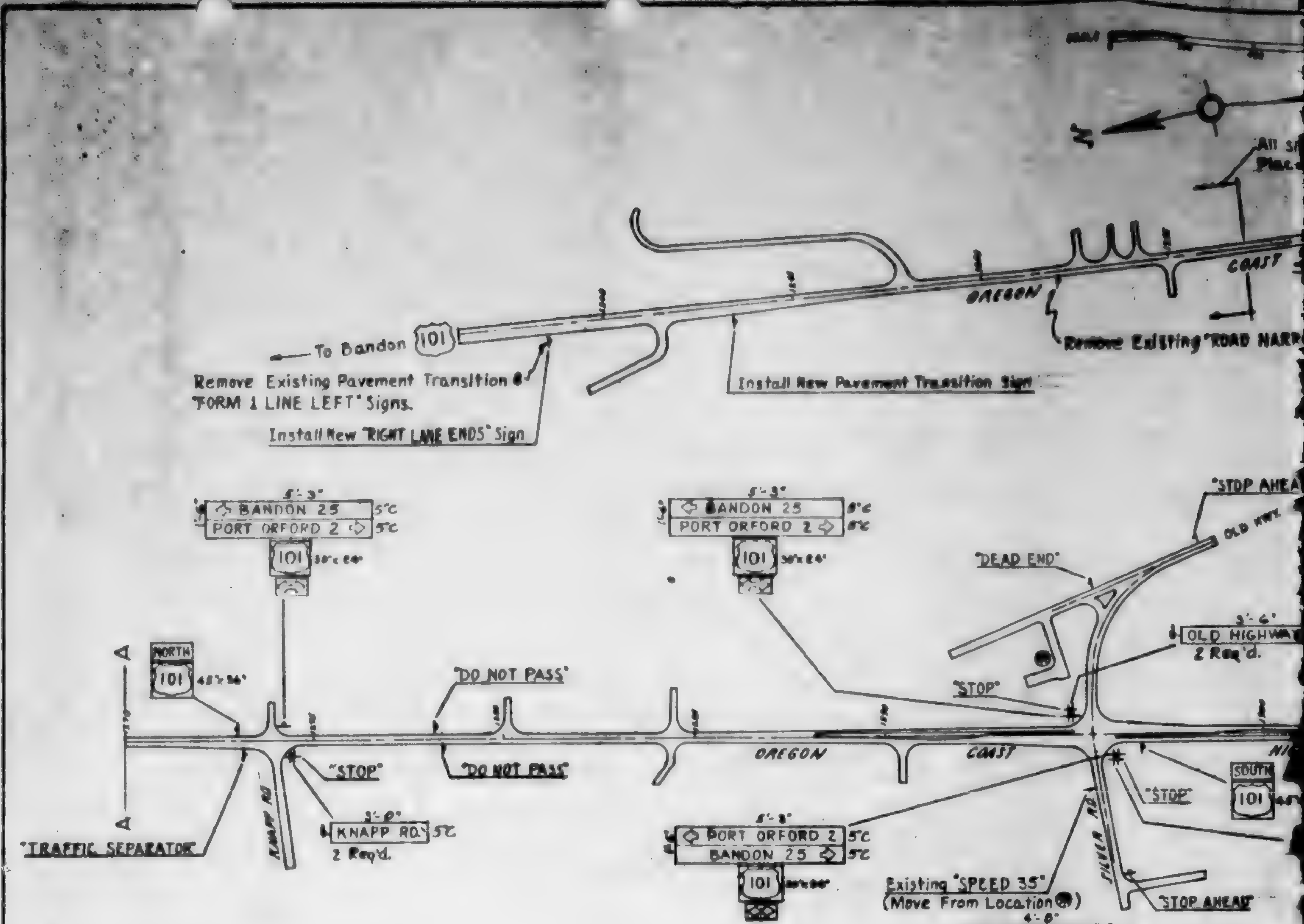
Action	Date	Signature	Title
Submitted	11-12-74		Traffic Control Engr
Approved	11-18-74		Dist. Engineer
"	1/14/75		Traffic Engineer
"	3/20/75		Asst. Hwy Engr.
Accepted	3/25/75		U.S.B.P.R.

T.E.S. Drw'g. No. S-515


FEET
N
All Signs North Of Sta. 1237+00 To Remain In Place Unless Noted Otherwise.
A
A
OREGON
COAST
HIGHWAY
Remove Existing "ROAD NARROWS" Sign.
Install New Pavement Transition Sign
5'-9"
⇦ BANDON 25 5"C
PORT ORFORD 2 ⇨ 5"C
101 30"x24"
"STOP AHEAD"
OLD HWY.
"DEAD END"
5'-6"
OLD HIGHWAY 5"C
2 Req'd.
"STOP"
"DO NOT PASS"
"TRAFF
OREGON
COAST
HIGHWAY
SOUTH
101
"STOP"
"DO NOT PASS"
5'-9"
⇦ PORT ORFORD 2 5"C
BANDON 25 ⇨ 5"C
101
4'-6"
SILVER BUTTE RD. 5"C
2 Req'd.
SILVER RD.
Existing "SPEED 35"
(Move From Location ●)
"STOP AHEAD"
6'-0"
MADRONA AVE. 5"C
2 Req'd.
Remove Existing "FORM 1 LINE" Sign.
Remove Existing "PAVEMENT
"STOP"
"STOP AHEAD"
101
To Brookings
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY ⇨ 5"C
"SPEED 45"
PORT ORFORD
"STOP"
"SPEED 55"
All Signs South Of Sta. 1360+00 To Remain In Place Unless Noted Otherwise.
"RIGHT LANE ENDS"
Pavement Transition Sign"
"STOP"
"SPEED 30"
HIGHWAY
MADRONA AVE.
"SPEED ZONE AHEAD"
"STOP AHEAD"
COAST
8'-0"
ENTERING 6"
Port Orford 5"
PASS"
4'-6"
MADRONA AVE. 5"C
⇦ OLD HIGHWAY 5"C

John Madding
COUNTY APPROVAL
12 /4/ 74
DATE

Vernon Sonderman
CITY APPROVAL
12 /18/ 74
DATE


N
All s
Plac
To Bandon
101
OREGON
COAST
Remove Existing "ROAD NARR
Remove Existing Pavement Transition &
"FORM 1 LINE LEFT" Signs.
Install New Pavement Transition Sign
Install New "RIGHT LANE ENDS" Sign
5'-3"
BANDON 25 5"C
PORT ORFORD 2 5"C
101
5'-3"
BANDON 25 5"C
PORT ORFORD 2 5"C
101
"STOP AHEA
OLD HWY.
"DEAD END"
3'-6"
OLD HIGHWA
2 Req'd.
A
NORTH
101
"DO NOT PASS"
"STOP"
OREGON
COAST
HI
"STOP"
"DO NOT PASS"
SOUTH
101
"STOP"
A
KNAPP RD
3'-0"
KNAPP RD. 5"C
2 Req'd.
"TRAFFIC SEPARATOR"
5'-3"
PORT ORFORD 2 5"C
BANDON 25 5"C
101
SIXTH RD
Existing "SPEED 35"
(Move From Location)
"STOP AHEAD"
4'-0"
MADRONA AVE. 5"C
2 Req'd.
"STOP"
"STOP AHEAD"
4'-6"
MADRONA AVE. 5"C
OLD HIGHWAY 5"C
"SPEED 45"
"STOP"
"SPEED 55"
"RIGHT LANE ENDS"
Pavement Transition Sign"
"STOP"
MADRONA
9'-0"
Bandon 26 8"-6"
Coos Bay 50 8"-6"
NORTH
101
HIGHWAY
"SPEED ZONE AHEAD"
"DO NOT PASS"
COAST
8'-0"
ENTERING 6"
Port Orford 8"-6"
OREGON
"DO NOT PASS"
"TRAFFIC SEPARATOR"
4'-6"
MADRONA AVE.
OLD HIGHWAY
B
B

7225

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 23, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Study Plans
Elk River-Port Orford Section
Oregon Coast Highway
Curry County

Attached is a print of revised signing for the above named section. The revisions are located between Sta. 1345 and the south end of the project. The revisions were made because of design changes and the addition of bike lanes on the shoulder.

L E George
L. E. George
Traffic Engineer

ELS:rj
cc: Bill Beard w/Attachment

REFERRED TO
7 Beard WGB ___ Reed
___ Cole ___ 1 Semple
___ Eriksen ___ Watson
___ Hager ___ clfe
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
___ A. Olson
2 Terpin T
___ Scott
___ Swenson
___ R. Olson
___ Trout
2 Copy - Beard

RECEIVED
SEP 25 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___
Other ___

8325

9

Salem, Oregon
September 24, 1975

F.E.T.

Frank E. Terpin
Final Design Engineer

Elk River-Port Orford Section
Oregon Coast Highway
Curry County

Alfred Shirley
Region III Engineer

In response to your letter of September 17, 1975 requesting the deletion of the construction of the cul-de-sac opposite Sta. 1358 it should be pointed out that a water main and a pole line exist on the right of way. Some provision must be made for those utilities.

We will require some deed records indicating that Mr. Marsh does own the property on the off-side of the old highway.

FET:we
cc: John Oakes
Floyd Scott
C. G. Swenson
Fred Eriksen

RECEIVED
SEP 24 1975
ROAD DESIGN SECTION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
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Other

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RECEIVED

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 26, 1975

REFERRED TO
Beard Reed
Cole Sample
[✓ Eriksen] Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Mr. John K. Payne
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

Dear Mr. Payne:

Subject: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

This letter is to inquire if the subject project will require a permit from the Corps of Engineers.

The waterways affected are Garrison Slough and various unknown streams, all tributaries of Garrison Lake. It is possible that these bodies of water might be considered as wetlands under new regulations. The nature of the work is (1) to install a 72-inch culvert pipe at Station 1290+36; (2) to install an 84-inch culvert pipe at Station 1313+50; (3) to excavate unsuitable material in the Garrison Slough area at Station 1350 to Station 1351; and (4) to construct a bridge at Garrison Slough. Approximately 1,500 cubic yards of material (some unsuitable for fill) are to be removed, and approximately 1,000 cubic yards of fill material are required. Further details are shown in the correspondence and plans enclosed.

We have applied for a State permit for this work and have received notification from the Division of State Lands of the conditions under which the permit will be issued, a copy of which is enclosed.

Bids for this contract are scheduled to be opened on November 20 and we are required to advertise for bids 30 days before that date. Your earliest decision would therefore be appreciated.

Very truly yours,

Victor D. Wolfe
Location Engineer

REFERRED TO
Beard Reed
Cole 1 Sample
2 Eriksen J.E. Watson
Hager Wolfe
[✓ Return] 2 Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

c E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.

Enc.
WAE:mc

Form 81-734-3123

8 3 2 - 5

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

September 26, 1975

RECEIVED
STATE HWY ENGR
SEP 26 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. John K. Payne
Portland District, Corps of Engineers
P. O. Box 2946
Portland OR 97208

Dear Mr. Payne:

Subject: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

This letter is to inquire if the subject project will require a permit from the Corps of Engineers.

The waterways affected are Garrison Slough and various unknown streams, all tributaries of Garrison Lake. It is possible that these bodies of water might be considered as wetlands under new regulations. The nature of the work is (1) to install a 72-inch culvert pipe at Station 1290+36; (2) to install an 84-inch culvert pipe at Station 1313+50; (3) to excavate unsuitable material in the Garrison Slough area at Station 1350 to Station 1351; and (4) to construct a bridge at Garrison Slough. Approximately 1,500 cubic yards of material (some unsuitable for fill) are to be removed, and approximately 1,000 cubic yards of fill material are required. Further details are shown in the correspondence and plans enclosed.

We have applied for a State permit for this work and have received notification from the Division of State Lands of the conditions under which the permit will be issued, a copy of which is enclosed.

Bids for this contract are scheduled to be opened on November 20 and we are required to advertise for bids 30 days before that date. Your earliest decision would therefore be appreciated.

Very truly yours,

Victor D. Wolfe
Location Engineer

bc E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.

Enc.
WAE:mc

Form 81-734-3123

9

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO ATTENTION OF: NPPND-RF-2

1 October 1975

1 Versteeg ✓
2 A. Olsen alt
3 Terpin T
Scott
WBP Copy Swenson
R. Olson
4 Trout

RECEIVED
OCT - 6 1975
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Mr. Victor D. Wolfe
Oregon State Highway Division
Highway Building
Salem, OR 97310

RE: Elk River - Port Orford Section
Oregon Coast Highway, Curry County

Dear Mr. Wolfe:

After review of your recently furnished plans for the Elks River-Port Orford Section of the Oregon Coast Highway, we have come to the conclusion that a permit from the Portland District, Corps of Engineers, will not be required at this time.

Permits under Section 404 of the FWPCA Amendments of 1972 would be required for the proposed south approach fill of the pile structure across Garrison Slough; however, in accordance with 33 CFR 209.120, this intrusion on Garrison Slough by the approach ramp will not fall under the Corps program until 1 July 1976. If all filling and any necessary riprap is completed prior to 1 July 1976, no permit will be required. If the work is not complete by 1 July 1976, the remaining fill work would require a permit.

The need for a Department of the Army permit, in this case, is dependent entirely upon your proposed construction schedule. If the filling is scheduled to continue beyond 1 July 1976, you may, at any time, apply for and we will accept and process your application for the proposed work. I would further suggest that any application be submitted well in advance of need.

If you have further questions concerning this matter, please contact me.

Sincerely,

John Payne
JOHN PAYNE
Asst. Chief, Regulatory Functions
Branch

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

RECEIVED
OCT 3 1975
LOCATION SECTION

REFERRED TO
Beard
Reed
Cole
Sample
Eriksen FE
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Spec's will require compl. by 1 July 76. T

REFERRED TO
Versteeg
By Location Engineer

cc Wills
Potter

8325

B

October 7, 1975

TO: Executive Department
Federal Aid Coordination Unit

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Rural Primary project.

Item No.	Project No.	Section Name & PNRS No.
69	RF-95(3)	Elk River-Port Orford (Enclosed is a copy of the State Clearinghouse approval dated March 17, 1970.)

JG:ak

Encl.

cc: D. E. Swan
J. L. Gaither

ECTION

(3)

e only.
, surface with 4-foot shldrs.

surface with 4-foot shoulders con-
oject No. F-70(3).
ction accommodating 4-12 foot bit.
ot shoulders.

grade, drain and high-type pave
urbed section on south end with
shoulders and channelization
walks on both sides of the
ractor's option, one prestressed
Br. No. 16231), 500 feet in length
eet minimum and 78 feet maximum.

...............$1,718,000
30/1...........$ 772,000
...............$ 10,000

Water Developments, Historical and

aringhouse and District 7 Clearinghouse
March 17, 1970, and March 31, 1970,

EIS was accepted by FHWA Regional
, and forwarded to CEQ on the same

10, 1969.
15, 1970.
y FHWA on October 6, 1969.
FHWA on April 30, 1970.

Note:
(1) The project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S.& E. stage and the number stipulated in the P.S.& E. documents.

ELK RIVER-PORT ORFORD SECTION

PROJECT NO. RF-95(3)

Existing Facility:
Proposed Roadway - Located line only.
Traveled Way - 20-foot bit. surface with 4-foot shldrs.

Adjacent Sections:
North End -- 24-foot asp. conc. surface with 4-foot shoulders constructed under Project No. F-70(3).
South End -- 64-foot curbed section accommodating 4-12 foot bit. surface with 8-foot shoulders.

Project Data: The work consists of grade, drain and high-type pave two 12-foot lanes, also 0.14 mile curbed section on south end with four 12-foot lanes both with 8-foot shoulders and channelization where required. Construct concrete walks on both sides of the curbed section. Construct, at contractor's option, one prestressed concrete beam or slab span bridge (Br. No. 16231), 500 feet in length with a horizontal clearance of 68 feet minimum and 78 feet maximum.

Roadway Type Code 6204	$1,718,000
Structure Type Code X080/1...........	$ 772,000
Utilities Y060.......................	$ 10,000

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review approval letters dated March 17, 1970, and March 31, 1970, respectively.

FHPM 7-7-2 Requirements: The final EIS was accepted by FHWA Regional Administrator on September 19, 1975, and forwarded to CEQ on the same date.

FHPM 7-7-5 Requirements:
(a) Corridor hearing held April 10, 1969.
Design hearing held January 15, 1970.
(b) Location approval granted by FHWA on October 6, 1969.
Design approval granted by FHWA on April 30, 1970.

Note:
(1) The project is in Congressional Distr
(2) On-the-job trainees, as set forth in
7-2(2), on this project will be dete
stage and the number stipulated in th

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-8-75

(45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
6 mi. N. of Port Orford, S. 1.98 mi.		5,300	8,500	95	10	Oregon	41	073	69

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ridge								RF-	95	(3)		

Rural Primary

--

COUNTY NAME Curry CODE 015

ROUTE NO. P FEDERAL-AID 2 STATE 9 U.S. 101

PROGRAM STAGE ☐ 1 OR ☒ XX 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	US 101, 1.6 mi. N. of Port Orford, S. 1.98 mi. "Elk River-Port Orford Section"	1.98	2,500,000	1,954,000	546,000		Gr., dr., H.T. pave 2-12' lanes, also 0.14 mi. curbed section on S. end with 4-12' lanes both with 8' shoulders & channelization where required. Const. 1 Br. (L.500') & walks on both sides thru curbed section. ROW-100' min.; Access control - partial; Parking restrictions- none. Utility adj. required including preparatory work.
	PROJECT TOTALS	1.98	2,500,000	1,954,000	546,000		

TES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

10-8-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	US 101, 1.6 mi. N. of Port Orford, S. 1.98 mi.		5,300	8,500	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER	SE
	Gr., Dr., H.T. Pave & 1 Bridge								RF-	95	(3

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME				CODE
	Rural Primary	Curry				015
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37) (41)	
	--	P	2	9	101	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 101, 1.6 mi. N. of Port Orford, S. 1.98 mi.					
5					**ROW**							
5					**CONST** (CODE) 6204 X080/1		"Elk River-Port Orford Section"	1.98	2,500,000	1,954,000	546,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.98	2,500,000	1,954,000	546,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

8335

13

~~PRO 6-2~~

October 8, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RF-95(3)

We are submitting program data for one project, Item No. 69, Project No. RF-95(3), "Elk River-Port Orford Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

It is our present intention to receive bids for this project on November 20, 1975.

One copy each of the State Clearinghouse and District 7 Clearinghouse A-95 letters of approval were previously submitted.

JG:ek

Encl.

See Adjacent Sheet

Const. Type "C" Conc Curb
See Drg. No. 2077

Const. Driveway Type "A"-5 (Total)
(For Details, See Sheet 2A)

Adjust Manholes - 5 (Total)

Painted Traffic Markers (By Others)

Sta 1357+70
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 66'
Tr. Exc. - 14 C.Y.

Sta. 1360+76'
Const. Type "G-1" Inlet
Inst 12" Sewer Pipe - 4'
Connect To Extg 18" Pipe
Tr Exc 1 C.Y.

Sta. 1360+76
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe - 306'
Connect To Extg 18" Pipe
Tr. Exc. 50 C.Y.

) Const. Cul-de-Sac
(For Detail, See Sheet 2A)

) Const. Guard Rail - 125' (Type 1A)
Inst. "A" End Pieces - 2

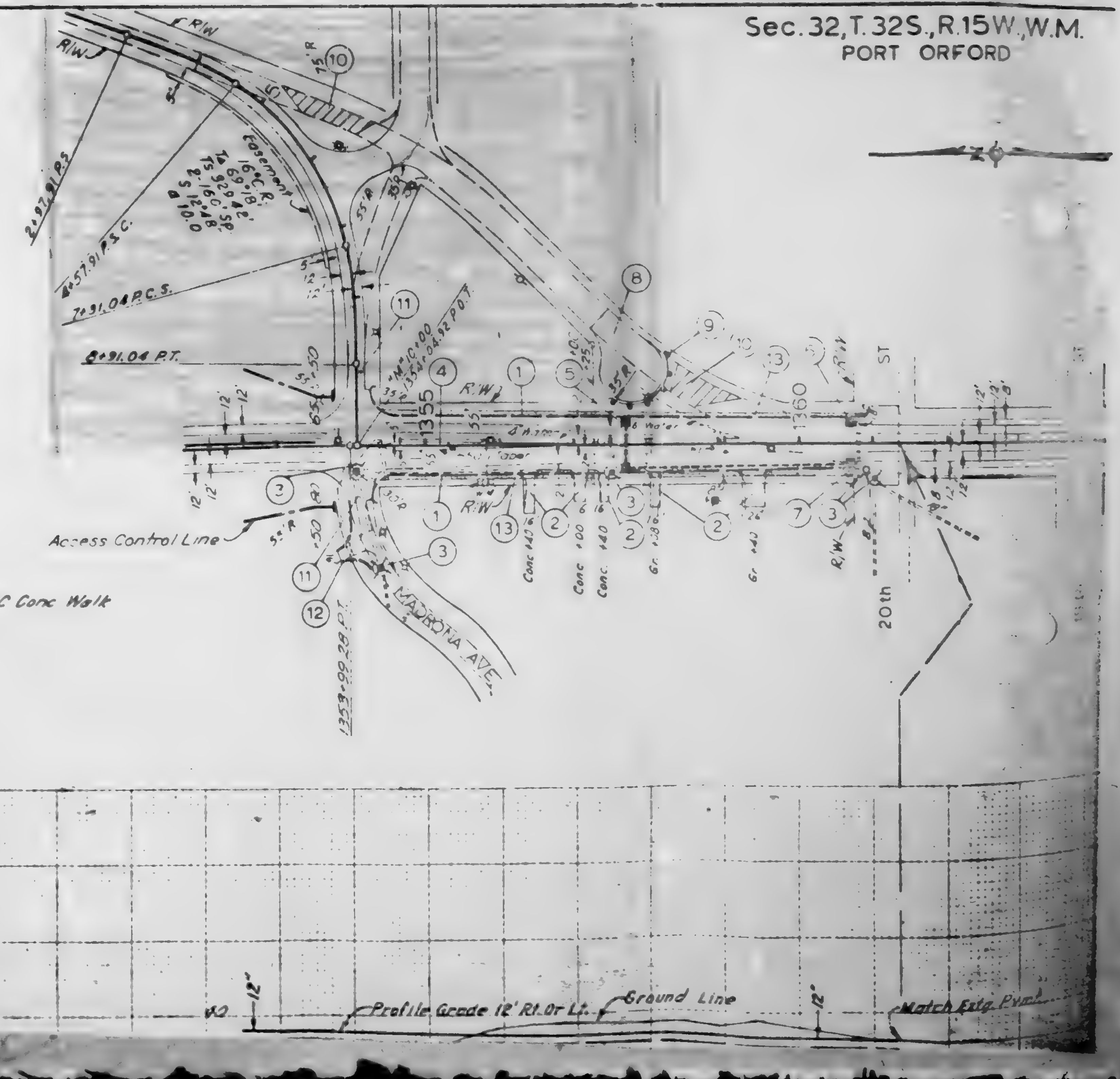
) Remove Extg. Pavement

) Const. Road Connections - 2

) Const. Approach

⑬ Const. PC Conc Walk

Sec. 32, T. 32S., R. 15W., W.M.
PORT ORFORD



R/W
R/W
15'R
⑩
Easement
16° C.R.
Δ 69°18'
Ts 329.42'
2-150' Sp.
S 12°48'
a 10.0
2+97.91 P.S.
2+57.91 P.S.C.
7+91.04 P.C.S.
8+91.04 P.T.
55'R
35'R
⑪
"M" 10+00
1354+04.92 P.O.T.
④
①
⑤
⑧
⑨
⑩
③
R/W
1355
1360
ST
20th
55'
12'
③
①
R/W
⑬
②
③
②
②
⑦
③
Conc 140
Conc 100
Conc. 140
Gr. 1.80
Gr. 1.40
Access Control Line
⑪
⑫
③
MADRONA AVE.
1359+99.28 P.I.
Profile Grade 12' Rt. Or Lt.
Ground Line
Match Extg. Pvmt.
12'

of the survivor and not as tenants in common, their heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of Curry and State of Oregon, bounded and described as follows, to-wit: Parcel situated in City of Port Orford, Oregon, bounded and described as follows: Beginning at [illegible] of [illegible] Street at the [illegible] and according to the plat of 1865, thence East 792 feet, thence North 786 feet, thence West 792 feet, thence South 786 feet to place of beginning, but excepting therefrom Highway right of way described in Vol. 15, page 193 Deed Records, containing net 13.93 acres. Known as Tax Lot No. 23, all in Twp. 32 South Range 15 W. W. M. Also excepting the old county road known as Widowville Road.

DOCUMENTARY STAMPS AFFIXED AND CANCELLED, $2.75

To Have and to Hold, the above described and granted premises unto the said Nicholas B. Marsh and Catherine Marsh their heirs and assigns forever.

And Harry O. White and Frances W. White the grantors above named do covenant to and with the above named grantees their heirs and assigns that they are lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, no exception and that they will and their heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever, no exception

Witness our hands and seals this 17th day of June, 1950.

Harry O. White (SEAL)

Frances W. White (SEAL)

STATE OF OREGON }
} ss.
County of Curry }

BE IT REMEMBERED, That on this 17th day of June, 1950 before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Harry O. White and Frances W. White who is known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year last above written.

[illegible]
(NOTARY SEAL) Notary Public for Oregon
My Commission expires September 20, 1950

Filed and recorded this 19th day of June, 1950. Elmer A. Walker, Co. Clerk.

[illegible]

[illegible] No. [illegible]

[illegible]

Deputy County Clerk

R.F. No. 16152
Filed and recorded th[illegible] day of June, 1950. [illegible] Co. Clerk.
-o-o-o-o-o-o-o-o-

HARRY O. WHITE, ET UX

TO

NICHOLAS B. MARSH, ET UX

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That Harry O. White and Frances W. White, husband and wife in consideration of Ten and no/100 Dollars, lawful money of the United States of America to them paid by Nicholas B. Marsh and Catherine Marsh, husband and wife do hereby grant, bargain, sell and convey unto said Nicholas B. Marsh and Catherine Marsh, as tenants

by the entirety and not as community tenants their heirs and assigns all the following real
property, with the tenements, hereditaments and appurtenances situated in the County of Curry
and State of Oregon, bounded and described as follows, to-wit: [illegible] parcel situated
in City of Port Orford, Oregon, bounded and described as follows: Beginning at
center of Oregon Street at its North end according to the plat of 1865, thence East [illegible] feet,
thence North 786 feet, thence West [illegible] feet, thence South 786 feet to place of beginning, but
excepting therefrom Highway right of way described in Vol. [illegible] Deed Records, containing
net 11.93 acres. Known as Tax Lot No. [illegible], all in Tp. [illegible] South Range 15 W. W. M. also excepting
the old county road known as Widowville Road.

DOCUMENTARY STAMPS AFFIXED AND CANCELLED, $2.75

To Have and to Hold, the above described and granted premises unto the said Nicholas B. Marsh and Catherine Marsh their heirs and assigns forever.

And Harry O. White and Frances W. White the grantors above named do covenant to and with the above named grantees their heirs and assigns that they are lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, no exception and that they will and their heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever, no exception

Witness our hands and seals this 17th day of June, 1950.

Harry O. White (SEAL)
Frances W. White (SEAL)

STATE OF OREGON }
County of Curry } ss.

8325

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 20, 1975

Alfred Shirley Jr

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Frank E. Terpin
Final Design Engineer

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

9B-4-20

In accordance with your request of September 24, herewith the last vesting deeds indicating the ownership of Mr. Marsh's property which is adjacent to the subject section.

In regard to utilities which occupy the existing right of way, it is the recommendation of this office that when the old highway right of way is either abandoned or relinquished that it be abandoned or relinquished subject to the rights of the utility company to occupy the right of way.

AS/cw
Encl.

cc L. V. Blickenstaff

1 ✓
2 T mrs
3

RECEIVED
OCT 21 1975
ROAD

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

3225

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 7, 1975

FROM: Fred Eriksen
Fred Eriksen
Design Team Supervisor

SUBJECT: Elk River-Port Orford Section
Oregon Coast Highway
Curry County

TO: MEMO TO THE FILES

Mr. J. X. Wilson informed me, by phone, this morning that he had made an appeal to the County on October 29, 1975 of the Planning Commission denial for an A.C. plant set up at the material source for the project. He said he anticipated a favorable response, and expected to have the decision on November 12, 1975.

FE:we
cc: L. W. Rulien
C. G. Swenson

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
3 Trout

RECEIVED
NOV 12 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Lot 400, Map 32-15-20.

NOW, THEREFORE, IT IS HEREBY ORDERED that the request for a Conditional Use Permit by Knapp Ranches, Inc., allowing the operation of an asphalt plant on the area contained in Tax Lot 400, Map 32-15-20, Records of the Curry County Assessor should be and the same hereby is granted until the 1st day of December, 1978, or until the completion of the Elk River-Port Orford 101 relocation project, whichever is sooner.

DATED this 14 day of November, 1975.

BOARD OF COUNTY COMMISSIONERS

Chairman

Jack R Waldie
Commissioner

L R Williams
Commissioner

State of Oregon
County of Curry } ss

I hereby certify that the within is a true copy of the original record on file in my office and custody.

Dated this 17 day of Nov 1975
BERNARD I. MATHER, County Clerk and Ex-Officio Clerk of the Circuit and District Courts.

By Lynne Johnson
Deputy

rules, standards and regulations, the operation of such a plant on the proposed site should not cause unconvenience or cause a nuisance.

We therefore conclude that the Conditional Use Permit granted Knapp Ranches, Inc., by the Curry County Planning Commission should have included the right to operate an asphalt plant in Tax Lot 400, Map 32-15-20.

NOW, THEREFORE, IT IS HEREBY ORDERED that the request for a Conditional Use Permit by Knapp Ranches, Inc., allowing the operation of an asphalt plant on the area contained in Tax Lot 400, Map 32-15-20, Records of the Curry County Assessor should be and the same hereby is granted until the 1st day of December, 1978, or until the completion of the Elk River-Port Orford 101 relocation project, whichever is sooner.

DATED this 14 day of November, 1975.

BOARD OF COUNTY COMMISSIONERS

Chairman

Jack R Waldie
Commissioner

L R Williams
Commissioner

State of Oregon
County of Curry } ss

I hereby certify that the within is a true copy of the original record on file in my office and custody.

Dated this 17 day of Nov 1975
BERNARD I. MATHER, County Clerk and Ex-Officio Clerk of the Circuit and District Courts.

By Lynne Johnson
Deputy

BEFORE Hale, Waldie and Williams

REVERSED.

On the 5th day of November, 1975, this Board convened to hear the appeal of the Oregon State Highway Department from an order of the Curry County Planning Commission denying a Conditional Use Permit to Knapp Ranches, Inc., allowing the operation of an asphalt plant on Tax Lot 400, Map 32-15-20.

Based on the evidence before this Board, we find as follows:

1. The proposed site of the asphalt plant is in an area bounded by McKenzie Road to the north, Knapp Road to the south and State Highway 101 to the east. The area is zoned Exclusive Farm Use (F-1).

2. No residences are closer than 1,000 feet to the site.

3. The plant will be used in the relocation and construction of a section of U. S. Highway 101.

4. Section 2.060 (2) allows operations conducted for the exploration, mining and processing of geothermal resources, aggregate and other mineral resources or other subsurface resources.

5. We interpret the word processing to include the operation of an asphalt plant.

6. We feel the relocation project will be of general benefit to the county as a whole and should economically benefit the northern portion of Curry County. With strict adherence to D.E.Q.

11-21-75

CC: J.H. Versteeg

J. X. Wilson
9325

1-14-15

Elk River Port 9
Orford

Filed 11-17-1975
BERNARD I. MATHER
Curry County Clerk
By Lynne Johnson
Deputy

IN THE BOARD OF COUNTY COMMISSIONERS

IN AND FOR THE COUNTY OF CURRY

In the Matter of the Appeal of the)
Oregon State Highway Department)
from a Planning Commission denial)
of a request for a Conditional Use)
Permit allowing operation of an)
asphalt plant on Tax Lot 400,)
Map 32-15-20, Knapp Ranches, Inc.)

FINDINGS OF FACT,

CONCLUSIONS AND ORDER

2253

ARGUED AND SUBMITTED November 5, 1975

BEFORE Hale, Waldie and Williams

REVERSED.

On the 5th day of November, 1975, this Board convened to hear the appeal of the Oregon State Highway Department from an order of the Curry County Planning Commission denying a Conditional Use Permit to Knapp Ranches, Inc., allowing the operation of an asphalt plant on Tax Lot 400, Map 32-15-20.

Based on the evidence before this Board, we find as follows:

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4. Section 2.060 (2) allows operations conducted for the exploration, mining and processing of geothermal resources, aggregate and other mineral resources or other subsurface resources.

5. We interpret the word processing to include the operation of an asphalt plant.

6. We feel the relocation project will be of general benefit to the county as a whole and should economically benefit the northern portion of Curry County. With strict adherence to D.E.Q.

8325 11-21-75

U. S DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. JOP-95(3)

STATE PROJECT NO. Elk River-Port Orford Sect.

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Curry
	ITEM NO. Title X (RF-69)	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO Rulon
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	November 24, 1975	Primary Route 2 Primary Route 9

GENERAL LOCATION:

City of Port Orford

GENERAL DESCRIPTION OF WORK:

You are authorized to proceed with actual adjustments for the City of Port Orford's water facilities effective November 24, 1975. Reimbursement on an agreed lump sum basis of $4,663.81 - federal funds $3,647 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway program manual.

I approve the agreement with the City of Port Orford consisting of your Utilities and Railroad Engineer's letter, the September 3, 1975 Consultant Engineer's letter, and the plans and estimate furnished by Mr. Cartwright's September 16, 1975 letter.

Mr. Gary Kennen's Affidavit of the City of Port Orford's property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-21-75	C. E. Burghardt	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#325 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 21, 1975

FILE: BR 16231

FROM: Jack L. Davis Jack Davis
Foundation Engineer

TO:
Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Foundation Data
Garrison Lake Bridge
Elk River-Port Orford Section
Oregon Coast Highway
Curry County

Enclosed for your use is a copy of the Foundation Data Sheet and the drill logs for Garrison Lake Bridge, No. 16231.

Data Included:

Foundation Data Sheet, drawing 30619

Drill logs, Test Holes Nos. 1, 2, 3, 4, 5, 6 and 7

This project is scheduled to be let on December 18, 1975.

JLD:dh
Enclosures

cc Alfred Shirley /w/ encl.
L. V. Blickenstaff /w/ encl.

2 T
Scott
1 Swanson
R. Olson
Trout

RECEIVED
NOV [illegible] 1975
ROAD DESIGN SECTION

Design File
Return To
Back up
Other

I recommend your approval of the funding change outlined for the Powers and Oregon Coast Highway projects and the addition of the Redwood and Crooked River Highway projects to the Six-Year Program for contracting in January, 1976.

bc C. W. Head
George M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Vern Skoog
J. H. Versteeg
Victor D. Wolfe
Alfred Shirley, Jr.
Carl Williams
Gary Sund
Jack Graham

ESH:ja

8525

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 24, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT NOA Item
Finance Approval
Title X Projects

We have been advised through the Federal Highway Administration that the U. S. Department of Commerce has approved a $4,964,438 grant of Title X funds for Oregon. Title X funds are for the purpose of advancing needed highway improvements to stimulate the economy and reduce unemployment.

The funds must be obligated by December 31, 1975 and can only be used on the following projects:

HIGHWAY	SECTION	TITLE X FUNDS	STATE MATCH	ESTIMATED TOTAL COST
Powers	Broadbent Section	$1,707,825	$ 292,175	$2,000,000
Oregon Coast	Elk River-Port Orford	1,927,383	597,617	2,525,000
Redwood	Hayes Hill-California State Line	1,016,470	283,530	1,300,000
Crooked River	Rocky Canyon-Prineville Reservoir	312,760	211,440	524,200
	TOTAL	$4,964,438	$1,384,762	$6,349,200

The Powers and Oregon Coast Highway projects were on the Six-Year Program. This grant will release the regular Secondary and Primary funds programmed for use on other projects.

The Redwood and Crooked River Highway projects were not on the Six-Year Program but can now be advanced to contract in January, 1976.

8325 11-21-75

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. JOP-95(3)

STATE PROJECT NO. Elk River-Port Orford Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. Title X (RF-69)

COUNTY NAME Curry

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 3 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
November 25, 1975	November 25, 1975	Primary Route 2	Primary Route 9

GENERAL LOCATION:
US 101 1.6 miles north of Port Orford - south 1.98 miles.

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement and one bridge.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Slide Correction $20,[illegible]0
Permanent Striping 2,000
State Const. Striping 500
Temporary Erosion Control $5000
On the job training 1,600
Planting shrubs 2,500
Sterilize Trucks and area 500
Boulders in stream 500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

U.S.Department of Commerce approved this project for inclusion in the Title X program November 14, 1975.
After concurrence in award you are authorized to proceed with items listed above as shown in your Estimate.
Mr. Rulien's November 21, 1975 request and certifying statements are accepted.
PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,510,236 - federal funds $1,962,752.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-24-75	CR Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8325 12-3-75 43

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. JOP-95(3)

STATE PROJECT NO. Elk River-Port Orford Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. TITLE X (RF-69)

COUNTY NAME Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
[illegible]
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE November 24, 1975

FEDERAL ROUTE NUMBER Primary Route 2

STATE ROUTE NUMBER Oregon Coast Highway Route #9

GENERAL LOCATION:
City of Port Orford

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Coos-Curry Electric Coop., effective November 24, 1975. Reimbursement on an actual cost basis estimated to be $7,857.70 - federal funds $6,222 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

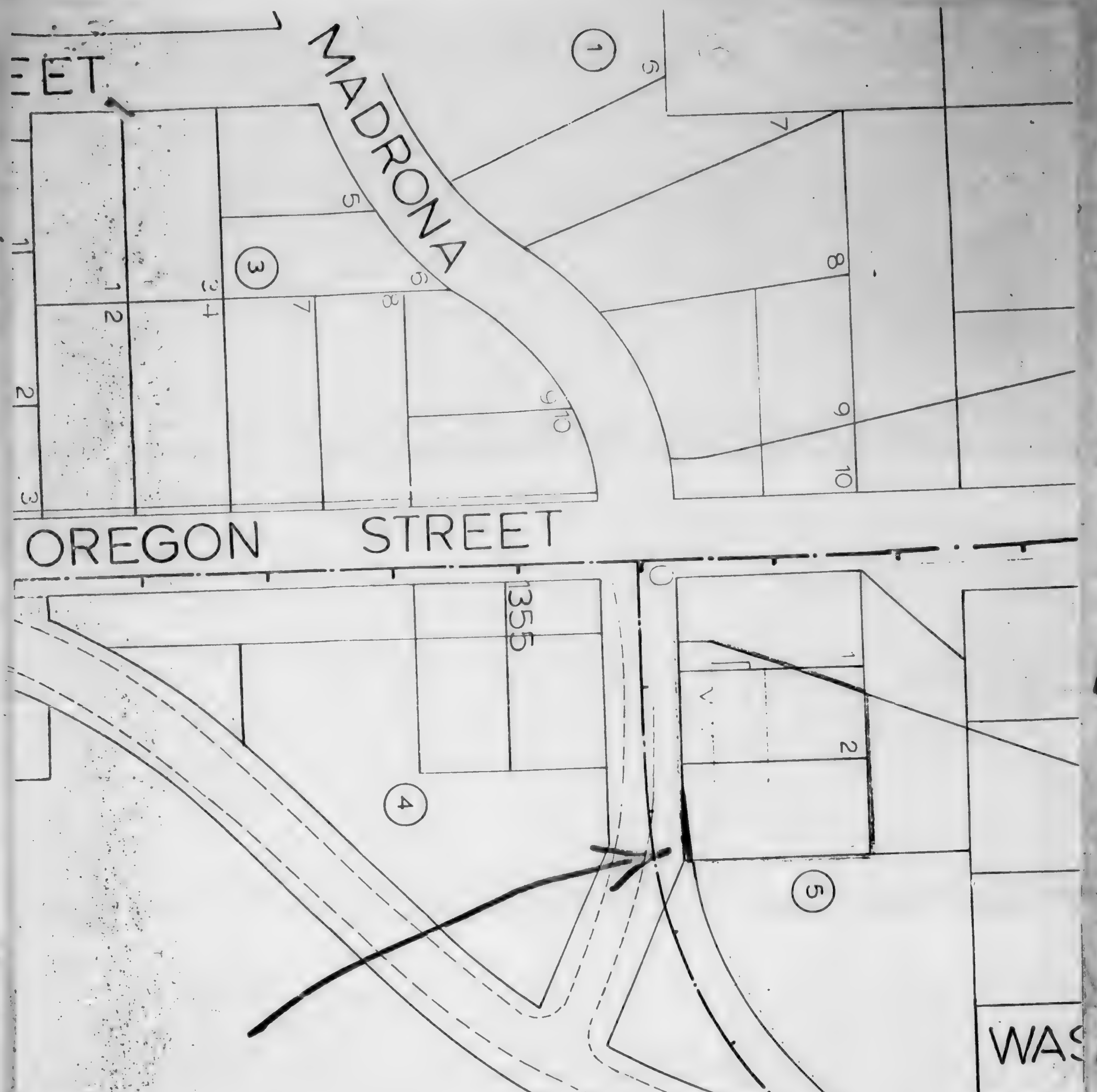
Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal Highway Program Manual.

I approve the agreement with the Coos-Curry Electric Coop., consisting of your Utilities and Railroad Engineer's letter, the Coos-Curry Electric Coop's., November 4, 1975 letter and the plans and estimate furnished by Mr. Cartwright's November 24, 1975 letter.

Mr. Gary Kennen's Affidavit of the utilities property rights is acknowledged.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-3-75	C R Burghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED



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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 15, 1976

TO Alfred Shirley
Region III Engineer

FROM Frank C. Lowe
Condemnation Engineer

SUBJECT File No. L-7129 (R-48219)
Port & Starboard Pizza Parlor Inc.
Elk River - Port Orford Sec.
Oregon Coast Highway
Curry County

Herewith are two prints of the exhibit map which we propose to use in connection with the above condemnation case which is set for trial on March 24, 1976.

Will you please check this map and return one corrected copy to this office, attention F. C. Lowe. The exhibit map should represent conditions as they were at the time of filing the Complaint. The following are items of particular importance.

1. Boundary of defendant's property. We are endeavoring to show the Limits of the Larger Tract. Use the description as shown on the Complaint.
    a. Inform writer of any discrepancies.
2. The parcel to be acquired.
3. Location of improvements within the larger tract. Show the location of all buildings, roads, irrigation facilities, etc.; all items that can be classed as an improvement to the land.
4. Access points granted in the Complaint or actual location if already constructed.

FCL:jk
Enclosures
cc: R. Wilson
E-784
Rev. 6-6-73

cc: L.V. Blickenstaff ✓
pls handle
Bud S.

RECEIVED
JAN 20 1976
L.V. BLICKENSTAFF
RES. ENGINEER
RPH

r/w
fod

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille

DATE January 22, 1976

TO Mr. A. Shirley
~~Regional Engineer~~
Roseburg

FROM L. V. Blickenstaff
Resident Engineer
Coquille

L.V. Blickenstaff

SUBJECT File No. L-7129 (R-48219)
Port & Starboard Pizza Parlor Inc.
Elk River - Port Orford Sec.
Oregon Coast Highway
Curry County Contr. 8325

A few days ago Mr. Schwab of the Roseburg R/W office called me regarding the subject proposed condemnation. I told him I thought we could shift the Madrona Ave. leg slightly, if necessary and avoid having to acquire the sliver of property in question.

We have now checked this out in the field and find we can stay within our present R/W at this point without any detrimental effect and do not need this sliver from Port & Starboard Pizza.

I recommend this proposed condemnation be cancelled and will hold the exhibit map in my files.

c/c Virgil P. Wilson

RECEIVED
JAN 23 1976
ROSEBURG R/W

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 5, 1976

FILE: CON 5
ROW 12

FROM: J. E. Christopher
J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: File No. L7129 (R-48219)
Port & Starboard Pizza Parlor, Inc.
Elk River-Port Orford Section
Oregon Coast Highway
Curry County
Contract No. 8325

The Resident Engineer has investigated the above condemnation case and has determined that the additional right of way will not be required.

We, therefore, recommend that the proposed condemnation be cancelled.

JEC/cw

1 Versteeg
Olson
1 2 Turpin
Scott 2
Swenson
Anderson
Trout 4

RECEIVED
FEB 6 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up
Other

RIGHT OF WAY SECTION
RECEIVED
FEB 6 1976

File cancelled 2-9-75
R/W notified via
"Revision Request" form.

A parcel of land lying in the SW¼SE¼ of Section 29, Township 32 South, Range 15 West, W.M., Curry County, Oregon, and being a portion of that property conveyed by that certain Judgment and Decree of Foreclosure dated May 22, 1967 and filed in the Circuit Court of the State of Oregon for the County of Curry wherein Wayne Pope et al were the plaintiff and Gilbert Clarence Frost el al were the defendants and bearing Case No. 5531; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1257+00, said station being 443.73 feet North and 540.77 feet West of the Northeast corner of said Section 29; thence South 8° 27' West 455.75 feet: thence on a 6611.05 foot radius curve right (the long chord of which bears South 9° 42' West) 288.46 feet; thence South 10° 57' West 4606.25 feet; thence on a 5927.15 foot radius curve left (the long chord of which bears South 5° 37' West) 1103.45 feet to Engineer's center line Station 1321+53.91.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Westerly Side of Center Line
1303+00	1306+50	115
1306+50	1308+00	115 taper to 130

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.35 acre, more or less.

Also for the above stated consideration, there is hereby conveyed to Grantee all existing, future or potential common law or statutory abutter's easements of access between the above described parcel and all of Grantors' remaining real property.

And Grantors do hereby covenant to and with Grantee, its successors and assigns, that they are the owners in fee simple of said property which is free from all encumbrances and will warrant and defend the same from all lawful claims whatsoever.

Dated this 20th day of October, 1970.

H. R. Heathers /s/

Marie L. Heathers /s/

STATE OF OREGON, County of Curry

Oct. 20, 1970. Personally appeared the above named H. R. Heathers and Marie L. Heathers, who acknowledged the foregoing instrument to be their voluntary act. Before me:

G.B. Rush /s/
Notary Public for Oregon

(SEAL)

My Commission expires [illegible]-25-[illegible]1

tk/lia

File 42592

913-4-20

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That H. R. HEATHERS and MARIE L. HEATHERS, husband and wife, hereinafter called "Grantors", for the consideration of the sum of Two Thousand Two Hundred Seventy-five and No/100 DOLLARS ($2,275.00) received, do hereby convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "Grantee", the following described property, to wit:

A parcel of land lying in the SW¼SE¼ of Section 29, Township 32 South, Range 15 West, W.M., Curry County, Oregon, and being a portion of that property conveyed by that certain Judgment and Decree of Foreclosure dated May 22, 1967 and filed in the Circuit Court of the State of Oregon for the County of Curry wherein Wayne Pope et al were the plaintiff and Gilbert Clarence Frost et al were the defendants and bearing Case No. 5531; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1257+00, said station being 443.73 feet North and 540.77 feet West of the Northeast corner of said Section 29; thence South 8° 27' West 455.75 feet; thence on a 6611.05 foot radius curve right (the long chord of which bears South 9° 42' West) 288.46 feet; thence South 10° 57' West 4606.25 feet; thence on a 5927.15 foot radius curve left (the long chord of which bears South 5° 37' West) 1103.45 feet to Engineer's center line Station 1321+53.91.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Westerly Side of Center Line
1303+00	1306+50	115
1306+50	1308+00	115 taper to 130

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.35 acre, more or less.

Also for the above stated consideration, there is hereby conveyed to Grantee all existing, future or potential common law or statutory abutter's easements of access between the above described parcel and all of Grantors' remaining real property.

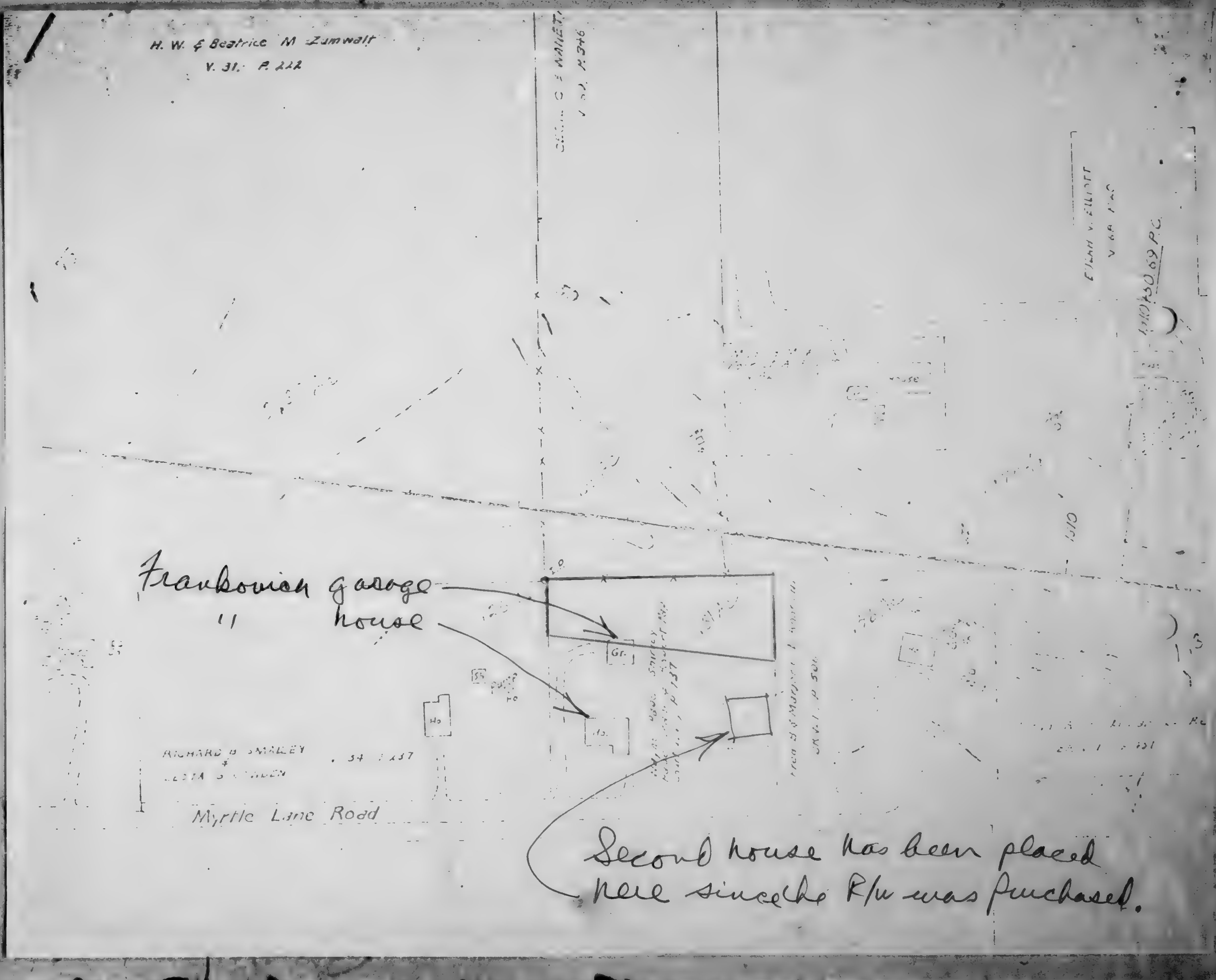
And Grantors do hereby covenant to and with Grantee, its successors and assigns, that they are the owners in fee simple of said property which is free from all encumbrances and will warrant and defend the same from all lawful claims whatsoever.

Dated this 20th day of October, 1970.

H. R. Heathers /s/

Marie L. Heathers /s/

STATE OF OREGON, County of Curry


H. W. & Beatrice M. Zumwalt
V. 31. P. 222
Elijah V. Elliott
1310
Gr.
Ho.
Ho.
Richard B. Smalley
Myrtle Lane Road
P. 137
P. 506

Frankovich garage
" house

Second house has been placed here since the R/w was purchased.

SIGNS: None

MOVING COST: None

SALVAGE: None

VALUE OF PROPERTY:

LAND:	Homesite	.92 ac. at $2000		$1840
IMPROVEMENTS:				
Dwelling				$4500
Truck shed				[illegible]
			TOTAL	$7340

TAKING: The proposed taking will remove the easterly one third of the parcel. This will include the truck shed. New R/W will be 50' from rear of the house.

CONTACT: The present fee owner is an estate in probate. The contract purchaser has taken bankruptcy, forfeited the contract and moved. A State P.U.C. lien, and others are on property. The County has delinquent tax interest. The property is vacant with no one in charge. The roof leaks, deterioration is apparent, property is losing value steadily. No contact made.

[illegible]N ESTIMATE OF RIGHT of WAY [illegible]

Heathers

Engineer's designation of line ____________

Date of Liaison Report [illegible]

Owner's total area .92 ac. Taking .31 ac.

Remainder rt. 0.61 ac. Remainder left ____________

Purpose R/W for [illegible]

Station limits of taking: right Side Sta. 1305+25 to Sta. 1307+50

____________ Side Sta. ____________ to Sta. ____________

File No. 42592

Owner [illegible] Frankovich

Section [illegible] Oxford

Highway [illegible]

County [illegible]

Summation of before and after situation and impact of the taking:

LAND: This is tax lot [illegible]. It is [illegible] on the east side of Myrtle Lane Road 1000' south of its intersection with [illegible] Road. The land is level, nearly square, at road grade, has [illegible] frontage on county road. It is developed residential site.

IMPROVEMENTS: The parcel contains a wood frame, concrete foundation, plywood sided, flat roof, cheaply constructed dwelling. Present condition is run down, unoccupied, leaky roof and general deterioration. A double truck shed and some yard improvements complete the improvements.

ACCESS: To Myrtle Lane Road. Not affected by taking.

UTILITIES: Water is obtained from a well located on the west boundary of the property, in the county road right of way. The septic tank and drainage lines are believed to be south of the house outside of the proposed R/W.

(Continued on reverse side)

Assumptions: Access No change

Fencing [illegible]

Land service facilities (conduits, pipelines, underpasses, etc.)

Other None

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Improved homesite	0.31 ac.	$ 2000	$ 620
Improvements:	Truck shed			500
Damages:				
			Total Estimate	$ 1120

F. M. Lorch Liaison Agent

Rev. 10/4/67 ab

Response to Comments by
Mr. John Frankovich, Port Orford

49. Improvement and relocation of this highway are not anticipated to create adverse air pollution levels. The projected 1993 level of air quality will not exceed state and federal standards. Temporary and confined pollution may occur during construction of the highway.

Noise studies have indicated that noise levels in the area of concern may exceed Federal Highway Administration guidelines, if traffic volume projections are realized. However, a 600-foot-long earth berm is to be constructed which will reduce the noise below the Federal standard or guideline.

50. Windfall is a problem in the Port Orford area. However, the causes are multiple. The trees to be removed by the highway location in the vicinity of the subject house would have little, if any, effect on the remaining trees on the property.

Response to Comments by the Port Orford Chamber of Commerce

48. The comment is noted.

P.O. Box 704
PORT ORFORD
OREGON
97465

JAN. 24, 1975

Oregon State Highway Division
Region office
1523 S.E. Cobb St
Roseburg, Ore. 97470

Dear Sir:

I wish to comment on the Draft Environmental Statement of the Elk River and Port Orford section Oregon Coast highway in Curry County, Oregon.

I am opposed to the relocation of the highway as most of the people here are unemployed and with gas price increases or rationing there should be less tourist trade and the expense of relocating the highway is unnecessary.

I have two homes approximately one mile north of the City limits, south of Silver Butte ave. between Myrtle Lane and the proposed relocation of the highway. one home is located approximately 150 feet from the proposed Center line.

Not only will the value of these homes depreciate but may not be livable due to air pollution, and noise that will exceed FHWA standards. 49

Winds here in the winter reach 100 miles per hour during our winter storms and with the windbreak being destroyed will create another hazard as I have approximatly 10 fir trees ranging in size up to 24 inches, which would probably blow down, with possible damage to buildings and injuries to people in the area. Also I may have wind damage to the buildings. 50

I am definitly in favor of not relocating the highway.

Sincerely yours.
John Frankovich
Box 704
PORT ORFORD OREGON 97465

covered with a roll of tar paper as shown in picture #1. The roof, in general is in bad shape and has other cracks which appear to be old. This is shown in picture #2.

Picture #3 shows the easterly side of the building next to the R/W line. It is covered with tar paper held on by lath strips. This is the wall which was erected when the building was cut in two. The 4 bare areas on the wall were apparently never covered. There is an area along the entire top of the wall above the tar paper and just under the roof that has not been covered with either tar paper or sheeting and is open into the building. Mr. Frankovich says the wind come through this opening, up underneath the foof and tore the strip of tar paper off which is probably true. He also says that due to the loss of the windbreak he will have to close up this opening under the foof and place siding on the entire east wall

Picture #4 shows the open front on the northerly side of the building. He says that due to the loss of the windbreak he will have to enclose this end of the building. Picture #5, looking northerly from the building, shows the undisturbed brush as it was before the clearing and as it is now. Picture #6 shows the westerly and southerly sides of the building.

Picture #7 shows an adjacent house on the Frankovich property which has been built or moved there after the R/W was purchased. He says that due to the loss of the windbreak the two trees shown just to the left of the house may blow down. He is also afraid that dust from the sound berm which is to be constructed between these houses and the highway will be a nuisance and that if there is gravel on top of the soundberm, it may be blown through his windows. He also speculates that there may be future damage to the foofs of his houses from the wind.

He mentioned the low spot in his back yard between the two houses and near the R/W line. He wants two pipes installed under the sound berm to drain this. This condition is genuine and we will have to solve it by placing an 8" pipe under the sound berm or draining this area southerly in a ditch inside the R/W line.

In addition, Mr. Frankovich has other worries. He says the noise will be bad, even with the sound berm, that he will be bothered by dust, that the construction of the highway will so devaluate his property that no improvements or maintenance to his property is worth while etc. He says he got an estimate from a roofer of $250.00 to patch the roof and $400.00 to re-roof the entire building. He also mentions water damage to some plywood sheets and 2 x 4's which were stacked under the damaged spot in the roof. I listened to his story, made no comments on its merits, took the pictures, said I would write a report and send it to the region office.

8325 1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille

RECEIVED
STATE HWY ENGR
APR 5 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE April 1, 1976

TO Mr. Alfred Shirley
Regional Engineer
Roseburg

FROM L. V. Blickenstaff
Resident Engineer
Coquille
L.V. Blickenstaff

SUBJECT Elk River - Port Orford Sec.
Oregon Coast Highway
Contract 8325

R/W File 42592 Heathers
Now Frankovich

In response to your telephone call of Monday afternoon, I attempted to contact Mr. Frankovich Tuesday but he was not at home. I took a look inside the garage and saw a spot near the southeast corner of the roof where I could see daylight through the roof sheeting. At that time there was no water on the floor except near the open doorway at the north end of the building.

I talked to Mr. Don Lemen, Houck's superintendent, and asked him if Mr. Frankovich had complained about wind damage to him. He said he hadn't complained about wind damage but had complained about a number of other things, the dust, the low spot in his yard that wouldn't drain and the fact that Mr. Lemon did not hire his son. He also said that in talking to other people he learned that Mr. Frankovich lost an arm in a logging accident some time ago and as a result has become embittered, self-pitying and generally at odds with the world. I thought I remembered the name from the EIS and I found the attached letter which Mr. Frankovich wrote to the region office in Jan. of 1975 in which he opposed the relocation of the highway and anticipated economic and physical damage.

In checking the R/W file on this property I find the state purchased the R/W in Oct. of 1970. The garage at that time was bisected by the R/W line and the state paid the owners (Heathers) $1,300.00 for the garage in addition to other payment. Mr. Frankovich bought the property in 1972 and sometime since 1970 someone has cut the garage in two back of the R/W line and erected the tar paper covered wall shown in picture #3.

On Wednesday, March 31, I found Mr. Frankovich at home. In talking to him it soon bedame apparent his complaint is more concerned with what he thinks may occur rather than the present damage to his roof. The only damage at this time is that a strip of roofing about 2' x 4' is missing from the roof near the southeast corner. This has been

RECEIVED
APR 6 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8325

Order No. 7

Section Elk River - Port Crford

Date May 13, 1976

Highway Oregon Coast

F.A.P. No. JOP-95(3)

County Curry

Prefix 8-1054

Account No. 278-07-P

Description of Work To Be Done:

Permanent Bikeway Striping.

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

Labor	$250.00
Materials & Equipment	400.00
	$650.00

Explanation:

The sum of $800.00 is included in the project authorization for this required work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$2,302,867.69
Present estimate of project cost, including $650.00 for work under this order	$2,302,867.69
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: L. Blickenstaff
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
Adm.

SP-73816-136

LETTER OF APPROVAL AND/OR AUTHORIZATION

95 (3)
STATE PROJECT NO.: Elk River - Port Orford

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Curry

ITEM NO.: Title X (RF-69)

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
11-25-75	5-28-76	Primary Route 2 Primary Route 9

GENERAL LOCATION:

US 101 1.6 miles north of Port Orford - South 1.98 miles

GENERAL DESCRIPTION OF WORK:

Permanent bikeway striping throughout the project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ xx CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of June 1, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the estimated amount of $650 - Federal Funds $510.

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO
Com
FOR
Info Inve R/D D/R Sign Act File

noted
cy Rubin
6-16-76

DATE: 6-8-76

SIGNATURE OF APPROVING OFFICIAL: G.K. Hessner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7. Averill Hill Road connection to have south sight distance improved.

The foregoing items were discussed on site on July 13, 1976 between County Engineer Thorp and Mr. James Gix, William E. Brown and Fred Mitchell of your Department.

Very truly yours,

John F Thorp

John F. Thorp,
County Engineer

JFT:ng

cc: Alfred Shirley,
O.S.H.D.-Roseburg

Dale Blagden

8395

Black Arch on the Curry Coast

ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

July 15, 1976

Mr. F. B. Klaboe,
State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

RECEIVED
JUL 19 1976
Office of
Assistant State Highway Engineer

Dear Mr. Klaboe:

On August 19, 1974 the Oregon State Highway Division and the County of Curry entered into a Throughway Agreement concerning the taking over by the County of a section of U. S. Highway 101 just north of Port Orford.

That section of relocation is currently under construction and is scheduled for completion in the fall of 1976.

In accordance with Article I of the General Provisions of that Agreement, prior to the acceptance of the superceded portion of U.S. 101 for use as a County Road, by Curry County, we request that the following work be done:

1. Overlay existing pavement with a minimum 2" A.C.
2. Pave all driveway connections from edge of existing pavement to ten foot distance or right-of-way, whichever is shorter.
3. Replace all existing metal culverts.
4. Clean out roadside ditches.
5. Open all driveway culverts.
6. Recommend vacation to County begin at Sta. 1280+50. Unused road north of that Station to be obliterated.

RECEIVED
STATE HWY ENGR
JUL 19 76
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Stn | Act | File

RLS

RECEIVED
DOT OPERATIONS
JUL 16 76
REFER TO
Coulter
FOR

RIGHT OF WAY SECTION
RECEIVED
JUL 22 1976
☐ RE ☐ ARE ☐ AF.A ☐ FS ☐ CA ☐ RS

July 19, 1976

State Highway Dept.
Salem, Or. 97310

Gentlemen:

This letter is to inform you that our home is being considerably damaged due to the construction of Highway 101, Elk River to Port Orford section.

Because the construction project is not being watered the dust damage to our home is tremendous and the home will need to be completely painted inside and out, plus carpets, draperies, etc. cleaned. There is no consideration for our concern while the construction is in progress.

If we do not hear from you within 10 days, you will hear from our attorney.

Very truly yours,

Blaine Marsh

Blaine Marsh
Box 366
Port Orford, Or. 97465

cc - Maurice V. Engelgau,
Attorney at Law - Coquille, Or.
Ross Construction Co.
Port Orford, Or. 97465
Dept. of Environmental Quality
796 Winter N. E. - Salem, Or.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 23, 1976

Mr. Blaine Marsh
Box 366
Port Orford, Oregon 97465

Re: Elk Creek-Port Orford
Oregon Coast Highway
Curry County

Dear Mr. Marsh:

Your letter of July 19, 1976, in regard to the construction on this project, is being referred to our Regional Engineer, Mr. Alfred Shirley, Jr., in Roseburg. I am sure Mr. Shirley or one of his engineers will contact you shortly.

Very truly yours,

J. R. Oakes
Assistant Right of Way Engineer

JRO:jc

cc: Maurice V. Engelgau
Attorney at Law
Coquille, Oregon 97423

R. L. Schroeder ✓
Jack Sollis
A. Shirley

RECEIVED
JUL 23 1976
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

13

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 23, 1976

TO Alfred Shirley
Regional Engineer

FROM J. R. Oakes
Assistant Right of Way Engineer

SUBJECT Elk Creek-Port Orford Section
Oregon Coast Highway
Curry County

I am enclosing a copy of a letter we received from Mr. Blaine Marsh complaining about the damage to their home due to the dust from this project. We would appreciate it if you would have someone contact Mr. Marsh and find out the extent of his complaint.

JRO:jc

Enclosure

cc: R. L. Schroeder ✓
Jack Sollis

RECEIVED
JUL 23 1976
Office of
Assistant State Highway Engineer

8325

LETTER OF APPROVAL AND/OR AUTHORIZATION

-95(3)

STATE PROJECT NO.
Elk River - Port Orford

COUNTY NAME
Curry

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
Title X (RF-69)

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ac	File

DATE PS&E APPROVED
11-25-75

DATE AUTHORIZATION EFFECTIVE
7-22-76

FEDERAL ROUTE NUMBER
Primary Route 2

STATE ROUTE NUMBER
Primary Route 9

GENERAL LOCATION:

U.S. 101 1.6 miles north of Port Orford south 1.98 miles.

GENERAL DESCRIPTION OF WORK:

Permanent Bideway Signing throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ XXXXXXXX
~~PRICE AND/OR~~ XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 7-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the amount of $1500 - Federal Funds $1170.

DATE
8/2/76

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

ELK RIVER-PORT ORFORD SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway 2-Lane	$1,209,519.00	$ 945,722.00	$263,797.00
Roadway 4-Lane	297,398.00	232,535.00	64,863.00
Structure	744,799.00	582,358.00	162,441.00
Totals	$2,251,716.00	$1,760,615.00	$491,101.00

Group 5 - 100%

Contract No. 8325

Prefix No. 8-1054

Furnish 16-inch Prestressed Concrete Piling	12,288 lin.ft.	11.00	$ 135,168.00
Drive Prestressed Concrete Piles	9,236 lin.ft.	1.00	9,236.00
Structural Concrete, Class 3300	All Required		75,000.00
4' x 45'/50' Prestressed Slabs	150 only	1,280.00	192,000.00
4' x 50'/55' Prestressed Slabs	39 only	1,280.00	49,920.00
Reinforcement	All Required		28,000.00
Reinforced Concrete Bridge End Panels	342 sq.yd.	45.00	15,390.00
6-inch Electrical Conduit	520 lin.ft.	20.00	10,400.00
Class "C" Mod. Asphalt Concrete Mixture	440 ton	15.00	6,600.00
Asphalt Cement in Mixture	28 ton	100.00	2,800.00
			$ 674,090.00

Anticipated Items

Boulders in Stream (E.W.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required (50%)	2,500.00
	Subtotal	$ 677,090.00
	Engineering	67,709.00
	Total	$ 744,799.00

Length of 2-lane Roadway - - - 1.674 Miles
Length of 4-lane Roadway - - - 0.207 Mile
Length of Structure- - - - - - 0.095 Mile

Total 1.976 Miles

Cost of 2-lane Roadway Per Mi. $ 722,532.26
Cost of 4-lane Roadway Per Mi. $1,436,705.31

Retained in Program Status
(Not included in totals below.)

Rehabilitate Old Highway	All Required	$ 2,000.00

Guard Rail, Type 2A	500 lin.ft.	9.00	$ 4,500.00
Guard Rail, Type 3	100 lin.ft.	18.00	1,800.00
Guard Rail Anchors, Type 1	6 only	300.00	1,800.00
Rail End Pieces, Type C	6 only	135.00	810.00
Concrete Walks	730 sq.yd.	11.00	8,030.00
Concrete Driveways	175 sq.yd.	15.00	2,625.00
Concrete Curbs	42 cu.yd.	125.00	5,250.00
Extra for Asphalt Approaches	3 only	100.00	300.00
Loose Riprap, Class 100	120 cu.yd.	15.00	1,800.00
Filter Blanket	40 cu.yd.	10.00	400.00
Adjusting Manholes	5 only	150.00	750.00
Roadside Seeding and Mulching	1 acre	425.00	425.00
Signing			
Removal of Existing Sign Installations	All Required (66%)		660.00
Wood Sign Posts	All Required (30%)		600.00
Type "C" and "D" Signs in Place	120 sq.ft.	8.00	960.00
Type "EE" Signs in Place	20 sq.ft.	10.00	200.00
Type "U" Signs in Place	17 sq.ft.	15.00	255.00
			$ 265,323.25
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (15%)		$ 300.00
Stage Construction Striping (S.F.)	All Required (15%)		75.00
Work by City of Port Orford (Water)	All Required		4,663.81
			$ 5,038.81
	Subtotal		$ 270,362.06
	Engineering		27,035.94
	Total		$ 297,398.00

Type Code X080

Structure #16231 (Alternate "E")(Sta. 1345+60 to Sta. 1350+60)

Shoring, Cribbing, Etc.	All Required		$ 80,000.00
Structure Excavation	140 cu.yd.	10.00	1,400.00
Furnish Pile Driving Equipment	All Required		55,000.00
Furnish 12-inch Prestressed Concrete Piling	1,464 lin.ft.	9.00	13,176.00

Work by Coos-Curry Electric	All Required	$ 7,857.70
Bikeway Signing	All Required	2,400.00
		$ 40,282.70
	Subtotal	$1,099,562.95
	Engineering	109,956.05
	Total	$1,209,519.00

Type Code 6204
4-Lane Roadway (Sta. 1345+40 to Sta. 1361+35)

Mobilization	All Required (41%)		$ 77,900.00
Temporary Protection and Direction of Traffic	All Required (40%)		2,800.00
Temporary Signs	210 sq.ft.	5.00	1,050.00
Temporary Barricades	5 only	100.00	500.00
Flagmen	140 hour	16.00	2,240.00
Clearing and Grubbing	All Required (10%)		7,500.00
Removal of Structures and Obstructions	All Required (20%)		600.00
Ditch Excavation	415 cu.yd.	2.50	1,037.50
Embankment Foundation Excavation	1,000 cu.yd.	7.00	7,000.00
General Excavation	5,690 cu.yd.	1.10	6,259.00
Trench Excavation	130 cu.yd.	8.00	1,040.00
Finishing Roadbed and Slopes	All Required (10%)		300.00
Obliteration of Roadway	2,000 sq.yd.	0.50	1,000.00
Soil Blanket	1,185 cu.yd.	2.25	2,666.25
Watering	80 M-gal.	6.00	480.00
Aggregate Base	1,770 ton	5.00	8,850.00
Treated Base Mixture	4,000 ton	6.00	24,000.00
Cement in Treated Base Mixture	220 ton	75.00	16,500.00
Cement Treated Subgrade	8,960 sq.yd.	0.60	5,376.00
Cement for Treated Subgrade	160 ton	72.00	11,520.00
Class "B" Asphalt Concrete Mixture	2,850 ton	8.25	23,512.50
Asphalt Cement in Mixture	185 ton	95.00	17,575.00
Asphalt in Tack Coat	1 ton	150.00	150.00
12-inch Culvert Pipe	24 lin.ft.	6.00	144.00
15-inch Culvert Pipe	250 lin.ft.	7.00	1,750.00
24-inch Culvert Pipe	690 lin.ft.	10.00	6,900.00
12-inch Sewer Pipe	376 lin.ft.	8.00	3,008.00
Concrete Inlets, Type G-1	5 only	500.00	2,500.00

8-inch Drain Pipe	1,206 lin.ft.	5.00	$ 6,030.00
Special Filter Material in Drains	160 cu.yd.	12.00	1,920.00
Guard Rail, Type 1	75 lin.ft.	10.00	750.00
Guard Rail, Type 2A	750 lin.ft.	9.00	6,750.00
Guard Rail Anchors, Type 1	3 only	300.00	900.00
Rail End Pieces, Type "A"	6 only	35.00	210.00
Rail End Pieces, Type "C"	4 only	135.00	540.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Paved Culvert End Slopes	124 sq.ft.	6.00	744.00
Loose Riprap, Class 100	8 cu.yd.	15.00	120.00
Guide Posts	65 only	15.00	975.00
Roadside Seeding and Mulching	19 acre	425.00	8,075.00
Signing			
Removal of Existing Sign Installations	All Required (34%)		340.00
Wood Sign Posts	All Required (70%)		1,400.00
Sign Support Footings	All Required		1,000.00
Breakaway Sign Posts	All Required		1,000.00
Type "A" Signs in Place	51 sq.ft.	15.00	765.00
Type "C" and "D" Signs in Place	185 sq.ft.	8.00	1,480.00
Type "EE" Signs in Place	20 sq.ft.	10.00	200.00
Type "U" Signs in Place	43 sq.ft.	15.00	645.00
Move Existing Signs	All Required		1,000.00
			$1,059,280.25
Anticipated Items			
Slide Correction (E.W.)	All Required		$ 20,000.00
Permanent Pavement Striping (S.F.)	All Required (85%)		1,700.00
Permanent Bikeway Striping (S.F.)	All Required		800.00
Stage Construction Striping (S.F.)	All Required (15%)		425.00
Temporary Erosion Control (E.W.)	All Required (50%)		2,500.00
On-the-Job Trainees (2 at $800)(E.W.)	All Required		1,600.00
Planting Shrubs to Screen Log Pond (Environmental Requirement)(E.W.)	All Required		2,500.00
Sterilize Trucks and Area Along Haul Route (E.W.)	All Required		500.00

Oregon State Highway Division
Salem, Oregon, December 23, 1975

Federal-aid Project
No. JOP-95(3)

ELK RIVER-PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

Project Agreement Estimate.

Type Code 6204
2-Lane Roadway (Sta. 1257+00 to Sta. 1345+40)

Mobilization	All	Required (59%)		$ 112,100.00
Temporary Protection and Direction of Traffic	All	Required (60%)		4,200.00
Temporary Signs	290	sq.ft.	5.00	1,450.00
Temporary Barricades	4	only	100.00	400.00
Flagmen	200	hour	16.00	3,200.00
Clearing and Grubbing	All	Required (90%)		67,500.00
Removal of Structures and Obstructions	All	Required (80%)		2,400.00
Ditch Excavation	5,485	cu.yd.	2.50	13,712.50
General Excavation	161,510	cu.yd.	1.10	177,661.00
Trench Excavation	1,840	cu.yd.	8.00	14,720.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Obliteration of Roadway	6,000	sq.yd.	0.50	3,000.00
Soil Blanket	18,075	cu.yd.	2.25	40,668.75
Watering	1,070	M-gal.	6.00	6,420.00
Aggregate Base	6,930	ton	5.00	34,650.00
Treated Base Mixture	21,300	ton	6.00	127,800.00
Cement in Treated Base Mixture	1,170	ton	75.00	87,750.00
Cement Treated Subgrade	55,900	sq.yd.	0.60	33,540.00
Cement for Treated Subgrade	980	ton	72.00	70,560.00
Class "B" Asphalt Concrete Mixture	11,800	ton	8.25	97,350.00
Asphalt Cement in Mixture	770	ton	95.00	73,150.00
Asphalt in Tack Coat	9	ton	150.00	1,350.00
84-inch Structural Plate Pipe	196	lin.ft.	95.00	18,620.00
12-inch Culvert Pipe	144	lin.ft.	6.00	864.00
15-inch Culvert Pipe	362	lin.ft.	7.00	2,534.00
18-inch Culvert Pipe	852	lin.ft.	8.00	6,816.00
24-inch Culvert Pipe	380	lin.ft.	10.00	3,800.00
30-inch Culvert Pipe	380	lin.ft.	15.00	5,700.00
72-inch Arch Type Pipe	116	lin.ft.	70.00	8,120.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

12 26

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-292

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

12 29 75

State: Oregon
County: Curry
Project No.: JOP-95(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
US 101, 1.6 Mi. N. of Port Orford, S. 1.98 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-75	1.98

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,251,716.00	$ 1,760,615.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Lunte
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
For G. L. Green *(Division Administrator)*

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

ELK RIVER-PORT ORFORD SECTION
Nonparticipating - State Work

State Responsibility for Damages	All Required		$ 500.00
Mail Box Posts (E.W.)	6 only	50.00	300.00

Cost of 2-lane Roadway Per Mi. $ 722,532.26
Cost of 4-lane Roadway Per Mi. $1,753,555.56

Retained in Program Status
(Not included in totals below.)

Rehabilitate Old Highway	All Required	$ 2,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway 2-Lane	$1,229,952.00	$ 949,160.00	$ 280,792.00
Roadway 4-Lane	362,986.00	280,140.00	82,846.00
Structure	744,799.00	574,777.00	170,022.00
Totals	$2,337,737.00	$1,804,077.00	$ 533,660.00

Group 5 - 100%

Contract No. 8325

Prefix No. 8-1054

Type Code X080
Structure #16231 (Alternate "E")(Sta. 1345+60 to Sta. 1350+60)

Shoring, Cribbing, Etc.	All Required		$ 80,000.00
Structure Excavation	140 cu.yd.	10.00	1,400.00
Furnish Pile Driving Equipment	All Required		55,000.00
Furnish 12-inch Prestressed Concrete Piling	1,464 lin.ft.	9.00	13,176.00
Furnish 16-inch Prestressed Concrete Piling	12,288 lin.ft.	11.00	135,168.00
Drive Prestressed Concrete Piles	9,236 lin.ft.	1.00	9,236.00
Structural Concrete, Class 3300	All Required		75,000.00
4' x 45'/50' Prestressed Slabs	150 only	1,280.00	192,000.00
4' x 50'/55' Prestressed Slabs	39 only	1,280.00	49,920.00
Reinforcement	All Required		28,000.00
Reinforced Concrete Bridge End Panels	342 sq.yd.	45.00	15,390.00
6-inch Electrical Conduit	520 lin.ft.	20.00	10,400.00
Class "C" Mod. Asphalt Concrete Mixture	440 ton	15.00	6,600.00
Asphalt Cement in Mixture	28 ton	100.00	2,800.00
			$ 674,090.00

Anticipated Items		
Boulders in Stream (E.W.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required (50%)	2,500.00
	Subtotal	$ 677,090.00
	Engineering	67,709.00
	Total	$ 744,799.00

Length of 2-lane Roadway - - - 1.674 Miles
Length of 4-lane Roadway - - - 0.207 Mile
Length of Structure- - - - - - 0.095 Mile

Total 1.976 Miles

12-inch Culvert Pipe	24 lin.ft.	6.00	144.00
15-inch Culvert Pipe	250 lin.ft.	7.00	1,750.00
24-inch Culvert Pipe	690 lin.ft.	10.00	6,900.00
12-inch Sewer Pipe	376 lin.ft.	8.00	3,008.00
Concrete Inlets, Type G-1	5 only	500.00	2,500.00
Guard Rail, Type 2A	500 lin.ft.	9.00	4,500.00
Guard Rail, Type 3	100 lin.ft.	18.00	1,800.00
Guard Rail Anchors, Type 1	6 only	300.00	1,800.00
Rail End Pieces, Type C	6 only	135.00	810.00
Concrete Walks	730 sq.yd.	11.00	8,030.00
Concrete Driveways	175 sq.yd.	15.00	2,625.00
Concrete Curbs	42 cu.yd.	125.00	5,250.00
Extra for Asphalt Approaches	3 only	100.00	300.00
Loose Riprap, Class 100	120 cu.yd.	15.00	1,800.00
Filter Blanket	40 cu.yd.	10.00	400.00
Adjusting Manholes	5 only	150.00	750.00
Roadside Seeding and Mulching	1 acre	425.00	425.00
Signing			
Removal of Existing Sign Installations	All Required (66%)		660.00
Wood Sign Posts	All Required (30%)		600.00
Type "C" and "D" Signs in Place	120 sq.ft.	8.00	960.00
Type "EE" Signs in Place	20 sq.ft.	10.00	200.00
Type "U" Signs in Place	17 sq.ft.	15.00	255.00
			$ 265,323.25
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (15%)		$ 300.00
Stage Construction Striping (S.F.)	All Required (15%)		75.00
Work by City of Port Orford (Water)	All Required		4,663.81
P.A. No. 2 Emb. Foundation Exc. (Delete)	1,000 cu.yd.	7.00	(7,000.00)
P.A. No. 2 Emb. Foundation Exc. & Backfill	9,500 cu.yd.	6.75	64,125.00
P.A. No. 3 Furnish Field Laboratory Bldg.	1 only	2,500.00	2,500.00
			$ 64,663.81
	Subtotal		$ 329,987.06
	Engineering		32,998.94
	Total		$ 362,986.00

Work by Coos-Curry Electric	All Required		7,857.70
Bikeway Signing	All Required		2,400.00
Haul and Place Gravel on Detour (E.W.)	All Required		5,500.00
Soil Blanket Mat. (Royalty)	19,260 cu.yd.	0.30	5,778.00
Base & Surf. Mat. (Royalty)	48,650 ton	0.15	7,297.50
			$ 58,858.20
	Subtotal		$1,118,138.45
	Engineering		111,813.55
	Total		$1,229,952.00

Type Code 6204
4-Lane Roadway (Sta. 1345+40 to Sta. 1361+35)

Mobilization	All Required (41%)		$ 77,900.00
Temporary Protection and Direction of Traffic	All Required (40%)		2,800.00
Temporary Signs	210 sq.ft.	5.00	1,050.00
Temporary Barricades	5 only	100.00	500.00
Flagmen	140 hour	16.00	2,240.00
Clearing and Grubbing	All Required (10%)		7,500.00
Removal of Structures and Obstructions	All Required (20%)		600.00
Ditch Excavation	415 cu.yd.	2.50	1,037.50
Embankment Foundation Excavation	1,000 cu.yd.	7.00	7,000.00
General Excavation	5,690 cu.yd.	1.10	6,259.00
Trench Excavation	130 cu.yd.	8.00	1,040.00
Finishing Roadbed and Slopes	All Required (10%)		300.00
Obliteration of Roadway	2,000 sq.yd.	0.50	1,000.00
Soil Blanket	1,185 cu.yd.	2.25	2,666.25
Watering	80 M-gal.	6.00	480.00
Aggregate Base	1,770 ton	5.00	8,850.00
Treated Base Mixture	4,000 ton	6.00	24,000.00
Cement in Treated Base Mixture	220 ton	75.00	16,500.00
Cement Treated Subgrade	8,960 sq.yd.	0.60	5,376.00
Cement for Treated Subgrade	160 ton	72.00	11,520.00
Class "B" Asphalt Concrete Mixture	2,850 ton	8.25	23,512.50
Asphalt Cement in Mixture	185 ton	95.00	17,575.00
Asphalt in Tack Coat	1 ton	150.00	150.00

8-inch Drain Pipe	1,206 lin.ft.	5.00	6,030.00
Special Filter Material in Drains	160 cu.yd.	12.00	1,920.00
Guard Rail, Type 1	75 lin.ft.	10.00	750.00
Guard Rail, Type 2A	750 lin.ft.	9.00	6,750.00
Guard Rail Anchors, Type 1	3 only	300.00	900.00
Rail End Pieces, Type "A"	6 only	35.00	210.00
Rail End Pieces, Type "C"	4 only	135.00	540.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Paved Culvert End Slopes	124 sq.ft.	6.00	744.00
Loose Riprap, Class 100	8 cu.yd.	15.00	120.00
Guide Posts	65 only	15.00	975.00
Roadside Seeding and Mulching	19 acre	425.00	8,075.00

Signing

Removal of Existing Sign Installations	All Required (34%)		340.00
Wood Sign Posts	All Required (70%)		1,400.00
Sign Support Footings	All Required		1,000.00
Breakaway Sign Posts	All Required		1,000.00
Type "A" Signs in Place	51 sq.ft.	15.00	765.00
Type "C" and "D" Signs in Place	185 sq.ft.	8.00	1,480.00
Type "EE" Signs in Place	20 sq.ft.	10.00	200.00
Type "U" Signs in Place	43 sq.ft.	15.00	645.00
Move Existing Signs	All Required		1,000.00
			$1,059,280.25

Anticipated Items

Slide Correction (E.W.)	All Required	$ 20,000.00
Permanent Pavement Striping (S.F.)	All Required (85%)	1,700.00
Permanent Bikeway Striping (S.F.)	All Required	800.00
Stage Construction Striping (S.F.)	All Required (15%)	425.00
Temporary Erosion Control (E.W.)	All Required (50%)	2,500.00
On-the-Job Trainees (2 at $800)(E.W.)	All Required	1,600.00
Planting Shrubs to Screen Log Pond (Environmental Requirement)(E.W.)	All Required	2,500.00
Sterilize Trucks and Area Along Haul Route (E.W.)	All Required	500.00

Oregon State Highway Division
Salem, Oregon, August 10, 1976

Federal-aid Project
No. JOP-95(3)

ELK RIVER-PORT ORFORD SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

Revised Project Agreement Estimate.

Type Code 6204
2-Lane Roadway (Sta. 1257+00 to Sta. 1345+40)

Mobilization	All	Required (59%)		$ 112,100.00
Temporary Protection and Direction of Traffic	All	Required (60%)		4,200.00
Temporary Signs	290	sq.ft.	5.00	1,450.00
Temporary Barricades	4	only	100.00	400.00
Flagmen	200	hour	16.00	3,200.00
Clearing and Grubbing	All	Required (90%)		67,500.00
Removal of Structures and Obstructions	All	Required (80%)		2,400.00
Ditch Excavation	5,485	cu.yd.	2.50	13,712.50
General Excavation	161,510	cu.yd.	1.10	177,661.00
Trench Excavation	1,840	cu.yd.	8.00	14,720.00
Finishing Roadbed and Slopes	All	Required (90%)		2,700.00
Obliteration of Roadway	6,000	sq.yd.	0.50	3,000.00
Soil Blanket	18,075	cu.yd.	2.25	40,668.75
Watering	1,070	M-gal.	6.00	6,420.00
Aggregate Base	6,930	ton	5.00	34,650.00
Treated Base Mixture	21,300	ton	6.00	127,800.00
Cement in Treated Base Mixture	1,170	ton	75.00	87,750.00
Cement Treated Subgrade	55,900	sq.yd.	0.60	33,540.00
Cement for Treated Subgrade	980	ton	72.00	70,560.00
Class "B" Asphalt Concrete Mixture	11,800	ton	8.25	97,350.00
Asphalt Cement in Mixture	770	ton	95.00	73,150.00
Asphalt in Tack Coat	9	ton	150.00	1,350.00
84-inch Structural Plate Pipe	196	lin.ft.	95.00	18,620.00
12-inch Culvert Pipe	144	lin.ft.	6.00	864.00
15-inch Culvert Pipe	362	lin.ft.	7.00	2,534.00
18-inch Culvert Pipe	852	lin.ft.	8.00	6,816.00
24-inch Culvert Pipe	380	lin.ft.	10.00	3,800.00
30-inch Culvert Pipe	380	lin.ft.	15.00	5,700.00
72-inch Arch Type Pipe	116	lin.ft.	70.00	8,120.00

8325 STATE COPY 13

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-97 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6 11 76	rm Approved; O M B No. 04-R2089 State Oregon County Curry Project Number JOP-95(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 29, 19 75,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,251,716.00	$ 2,337,737.00
Federal funds	$ 1,760,615.00	$ 1,804,077.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of August, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8795

15

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 16, 1976

TO Walt [illegible]
Chief Counsel

FROM J. D. [illegible]
[illegible] Engineer

SUBJECT [illegible] 2590 - Lazz
[illegible] Port Orford Section
[illegible] Highway
[illegible]

[illegible] reviewed the report of settlement on the above subject file [illegible] that we should pay to the grantor the amount of the [illegible] appraisal of $7,140. I have reviewed this with the Federal [illegible] Administration and they concur in this approach. The [illegible] we utilize in our negotiations are fundamentally based [illegible]. I do not believe that we should alter them because [illegible] on any of our part.

[illegible] Federal Aid in this project and we must abide in their [illegible] and the intent of the law.

[illegible]
cc: [illegible] Mathias
Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
SEP 17 1976
Office of
Assistant State Highway Engineer

10. CERTIFICATION: To the best of knowledge the information in this report i omplete and accurate.

A. Prime Contractor(s) *(If any)*

Signature ____________ Title ____________ Date ____________

Firm ____________
Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

Signature ____________ Title ____________ Date ____________

Firm ____________
Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

Signature ____________ Title ____________ Date ____________

Firm ____________
Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

B. Architect/Engineer *(If any)*

Signature ____________ Title ____________ Date ____________

Firm ____________
Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

C. (1) Grantee Official ____________ Signature

MO. DA. YR.
1 9 | | | | |
19 DATE 24

Grantee ____________
Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

or

(2) Federal Agency Official (if no Grantee Involved) ____________ Signature

MO. DA. YR.
1 9 | | | | |
25 DATE 30

Agency ____________
Agency Address ____________
City, State & Zip ____________
Telephone ( ) ____ – ____

7. FINAL LABOR COST

Of the total project cost, give the total amount expended for labor. Include direct labor wages, fringe benefits, and the appropriate percentage of wages paid to general and administrative personnel for work on this project:

0 9 24 ** 33

8. EMPLOYMENT DURING PROJECT WORK

Items 8A and 8C:

Individuals: Count each individual that worked on the project without regard to the length of time worked. Right justify all entries.

Items 8B and 8D:

Man hours: Must be in whole numbers only. Do not include fractional man-hours. Right justify all entries.

Example: 545.3 man hours worked should be reported as 39 5 4 5 ** 45 in Item 8B.

A. TOTAL NO. OF INDIVIDUALS EMPLOYED:

0 9 34 ** 38

B. TOTAL NO. OF MANHOURS WORKED BY TOTAL INDIVIDUALS COUNTED IN "8A":

0 9 39 ** 45

C. OF "8A", THE TOTAL NO. OF INDIVIDUALS WHO WERE UNEMPLOYED WHEN HIRED TO WORK ON THIS PROJECT:

0 9 46 ** 50

D. THE TOTAL NO. OF MANHOURS WORKED BY UNEMPLOYED INDIVIDUALS COUNTED IN "8C":

0 9 51 ** 57

COMMERCE USE ONLY

0 9 58 61

9. LONG TERM EFFECTS (IF ANY)

A. Briefly describe the benefits of the project; how any project facility will be used; who will be served; and what role, if any, it has in the community's long-term development. If appropriate, describe any economic development effects and permanent jobs established by the project: (If no long-term benefits, enter "None")

1 0 * 12 13 14 80

1 1 * 12 13 14 80

1 2 * 12 13 14 80

1 3 * 12 13 14 80

1 4 * 12 13 14 80

1 5 * 12 13 14 80

1 6 * 12 13 14 80

1 7 * 12 13 14 80

1 8 * 12 13 14 80

B. Permanent Jobs: (Include jobs remaining on a continuing basis for a minimum of 6 months after completion of the Title X project, or created as a result of the Title X project.)

Example: Jobs in a factory built when the industrial park in which it is located was funded with Title X funds.

1 9 12 13 14 ** 18

5. INFORMATION ON PROJECT WORK

Items 5A, 5B, 10C(1), 10C(2):

Dates: Enter the appropriate date as Month, Day, and Year.

Example: July 1, 1975 should be entered as MO. DA. YR. 0 7 0 1 7 5

Example: September 20, 1975 should be entered as MO. DA. YR. 0 9 2 0 7 5

Item 5C:

Days: Must be in whole numbers only. Do not include fractional days.

Example: 15.5 days should be reported as | | | | 1 6 | in Item 5C.
26 30

A. DATE PROJECT STARTED *(Date first employee appears on first payroll)*	B. DATE PROJECT COMPLETED *(Date of last payroll)*	C. DOWN TIME - NO. OF DAYS THAT NO WORK WAS PERFORMED ON PROJECT *(Last digit must be in last space on right)*	D. TYPE OF PROJECT *(Fill in "C" if competitively bid, "F" if force account, "B" if both force and bid are used on this project, or "O" if other) (Specify)*
MO. DA. YR.	MO. DA. YR.	**	ENTER ONE. C, F, B, OR O
0 6	0 6	0 6	0 6 *
12 13 14 19	20 25	26 30	31

6. FINAL PROJECT FINANCING

Items 6A through 6E and Item 7:

Dollar amounts: Each item calls for the entry of dollar amounts. Report in whole dollars only, rounding to the nearest dollar value. Omit all dollar signs ($) and commas (,). All entries in this group must be right justified (Last digit must be in last space on right).

Example: $125,768.93 would be entered in Item 6B as | | | | | 1 2 5 7 6 9 ** |
24 23

FUND SOURCES	FUNDING IN DOLLARS	AGENCY CODES COMMERCE USE ONLY
A. TITLE X GRANT	0 7 ** (12 13 14 23)	
B. LEAD AGENCY (ADDITIONAL FUNDING)	0 7 ** (24 33)	0 7 (34 35)
NAME ______________________		
C. OTHER FEDERAL AGENCIES (BY NAME)		
NAME 1 ______________________	0 7 ** (36 45)	0 7 (46 47)
NAME 2 ______________________	0 7 ** (48 57)	0 7 (58 59)
NAME 3 ______________________	0 7 ** (60 69)	0 7 (70 71)
SUB-TOTAL FROM OTHER FEDERAL AGENCIES	0 8 ** (12 13 14 23)	
D. LOCAL SHARE SOURCES		
NAME 1 ______________________	0 8 ** (24 33)	
NAME 2 ______________________	0 8 ** (34 43)	
NAME 3 ______________________	0 8 ** (44 53)	
NAME 4 ______________________	0 8 ** (54 63)	
SUB-TOTAL FROM ALL LOCAL SHARE SOURCES	0 8 ** (64 73)	
E. TOTAL PROJECT COST (6A + 6B + 6C + 6D = 6E)	0 9 ** (12 13 14 23)	

[illegible], Approval Expires October, 1976

FORM ED-736
(10-75)

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

TITLE X - PROJECT COMPLETION REPORT

COMMERCE USE ONLY

EDA PROJECT NO.

* SERIAL NO.

1 11

INSTRUCTIONS

This form is to be completed and submitted to the Economic Development Administration for each project funded by Title X of the Public Works and Economic Development Act of 1965, as amended.

Since the data required to be reported on this form will be automated, to facilitate processing it is important that reporting instructions be followed.

For those items indicated by a single asterisk (*), begin the entry immediately under the asterisk. (For those items indicated by a double asterisk (**), observe the instructions listed below for each specific question.

All EDA Grantees shall submit this form to the appropriate EDA Regional Office upon project completion with the request for final payment.

Other Federal Agencies administering Title X funds upon completion of each of their or their Grantees projects shall submit original and one copy of the completed form to:

Assistant Secretary for Economic Development
Attention: Information Systems and Services Division AD-30
B-615 Main Commerce Building
14th Street and Constitution Avenue, N.W., Stop 206
Washington, D.C. 20230

1. NAME OF DEPARTMENT, AGENCY, OR REGIONAL COMMISSION

2. PROJECT LOCATION	A. PRINT CITY NAME	B. PRINT COUNTY NAME
	C. PRINT STATE NAME	D. CONGRESSIONAL DISTRICT NUMBER

E. AGENCY PROJECT NO. OR OTHER SYMBOL

0 1 *
12 13 14 30

3. PRINT GRANTEE NAME (IF ANY)

0 1 *
31 80

4. DESCRIPTION OF PROJECT WORK

LINE 1 0 2 *
12 13 14 80

LINE 2 0 3 *
12 13 14 80

LINE 3 0 4 *
12 13 14 80

LINE 4 0 5 *
12 13 14 80

USCOMM-DC 18077-P76

8. Employment During Project Work

   A. Total number of individuals employed on project without regard to length of time worked.

   B. Total number of manhours worked by total number of individuals reported in A.

   C. Total number of individuals who were unemployed when hired to work on this project.

   D. Total number of manhours worked by unemployed reported in B.

10. Certification

   A. Prime Contractor(s) signature, title and date.

   These certified reports will have to be submitted before final payment for work under this contract is made.

Should you have any further questions regarding this matter, please contact M. D. Glenn, Federal Liaison Engineer, Oregon State Highway Division, State Highway Building, Salem, Oregon, 97310. Phone 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Federal Liaison Engineer

MDG:mk

bc: FHWA/att.
E. S. Hunter/att.
L. W. Rulien/att.
Vernon Skoog/att.
Alfred Shirley, Jr./att.
L. V. Blickenstaff/att.
Dick Hacek/att.
Robert Church/att.

833-

15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

October 1, 1976

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.E.
Salem, OR 97303

Attn: Steven Ross
Vice President

Re: Elk River - Port Orford Section
FAP No. JOP-95(3)
Contract No. 8325
Title X - Project Completion Report
Form ED-736

Gentlemen:

Attached you will find two originals and 15 copies of the Title X - Project Completion Report required on this project.

This report requires information and certifications by the prime contractor, State Highway Division and the FHWA on the same form. It will therefore be necessary for you to complete the requested items on the two (2) original forms and return them to this office. The labor costs and project employment data must include that of your subcontractors. It will therefore be necessary for you to consolidate their data with yours on the report. The additional copies are provided for your use to accomplish this.

Please complete the following items on the report:

5. Information on Project Work

   A. Date project started - date first employees appear on first payroll.

   B. Date project completed - date of last payroll.

   C. Down Time - number of days that no work was performed on project.

7. Final Labor Cost

   A. Total amount expended for direct labor wages, and the appropriate percentage of wages paid to general and administrative personnel on this project.

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

1. Elk River - Port Orford JoP-95(3) ~~101~~ — Curry 8325

2. Slater Creek - Mystic Creek RF-DF-29(6) 8310

3. Buchanan - Reede Reservoir Harney [illegible]

4. Head Road - Airport Road Jackson Con 21-8 Jackson

5 Statewide Roadside Obstacles Projects [illegible] 10-1 [illegible]

6 Columbia River - Lake Road Multnomah & Clackamas [illegible]

7 Powder River (Phillips) Bridge Baker [illegible]-31-10(1) 8400

8 Malheur River (Russell) Bridge Malheur PS-23-122(1) 8344

9 Airport Rd. - Lancaster Dr. Marion

10. Remote Section Coos County Con 21-4 Coos Bay Roseburg

11 Skipanon River (Warrenton) Br. Clatsop Mai 14-1-1 [illegible]

12 S. Unit Astoria - Camp Rilea 101 - Clatsop

17 N. Fk. Cold Springs Cr. Umatilla [illegible]-100 8450

18 Fifteenmile Creek Bridge Wasco Con 14-1 F.

[illegible]

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

8325

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

Form FHWA 121 (Rev. 5-73)

8325

UNITED STATES GOVERNMENT

Memorandum

DEPARTM..IT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1977

In reply refer to: HEC.3-OR

SUBJECT: JOP-95(3)
Elk River-Port Orford
Curry County

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Federal participation and authorization for the work referred to in Mr. Keasey's April 22, 1977 letter regarding the Knapp Ranch mandatory borrow site was granted at PS&E approval November 25, 1975.

The revised method of applying seeding and mulching as outlined in Mr. L. V. Blickenstoff's October 13, 1976 letter and concurred in by Knapp Ranch October 14, 1976 is approved.

G. K. Hossner
for G. L. Green

CC:
OSHD (Keasey)

RECEIVED
STATE HWY ENGR
MAY 9'77
REFER TO orig. Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Ruling
Shirley

The vibration from this equipment was unbelievable. at times the only solution was to get out of the house which we did.

I would appreciate the regional engineer or some one of authority and common sense to come and evaluate the damages.

There is also this earth berm which may cut down some of the noise and also may help as a wind barrier but at 13 feet high 10 or 15 feet from the house blocks all view and certainly doesnt increase the value of my property.

Please arrange for a certain date when we can be home when you evaluate the damages.

Sincerely yours

John Frankovich
Box 704
Port Orford, Ore, 97465

RECEIVED
STATE HWY ENGR
MAR 18 '77
REFER TO Shirley
FOR
Info
Inves X
R/D
D/R X
Sign
Act
File

I managed to re-roof the garage and repair the sides and box in the rafters at a reasonable Cost of approx $300. which my wife and I doing the work. The appraised Value for just the roof was approx. $500. of Course this does not include 2 doors at appraised $450. which I will have to install to keep the dirt and dust from blowing in from the earth berm.

The grass seeding on the west side of the earth berm has been very spotty and did not cover the entire area. (if it is completed)

I have also had damage done to my home by the scrapers + vibrating roller the home in which I live has had the plaster cracked and ceiling also. The doors jammed as it seems the foundation has sunk

Oregon State Highway Division
State Highway Bldg.
Salem, Ore.
97310

3/17/7

Port Orford,
Ore.
97465

Elk River Port Orford project

Dear Sir:

In regard to our telephone discussion of last year regarding the damage done to my garage and Contents.

You may recall the wind damage was caused by the removal of the wind break. as earlier in the winter the garage withstood winds of 145 Miles per hour (before the wind break was removed) The wind velocity was approx. 50 M.P.H. when the damage occured.

I had no other choice except to repair my garage in such a manner that the garage would not be damaged in a similar fashion in the future winter storms.

The district regional engineer took photographs of the damage done.

#8325

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

ROW 12

John Frankovich
Box 704
Port Orford OR 97465

March 28, 1977

NOTED
E. S. HUNTER

Dear Mr. Frankovich:

I have your letter expressing concern over damages to your property from our recently completed Elk River-Port Orford Section of the Oregon Coast Highway.

Our Resident Engineer, Mr. Les Blickenstaff, made an investigation of the problem in March of 1976 prior to the heavy construction work and is familiar with the area.

Mr. Blickenstaff and our Regional Right of Way Supervisor, Mr. Virgil Wilson, will be able to contact you on April 7, 1976 if that date is agreeable to you.

Very truly yours,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX
Regional Construction Engineer

jjg/cw

E. S. Hunter
bc Virgil Wilson
L. V. Blickenstaff

ROSEBURG REGION
RECEIVED
MAR 2 8 1977

RE	RME	RCE	ROE	TE
RUE	DES	RSR	FILE	

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8335

1/8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6541~~ 672-6658

ROW 12

John Frankovich
Box 704
Port Orford OR 97465

May 11, 1977

Dear Mr. Frankovich:

I regret that a misunderstanding has occurred on your damage claims. Mr. Wilson attempted to explain to you that the Department of Transportation has no obligation for any damage to your property.

The three types of damage and the reason for denial follows:

First, the alleged damage to your property resale due to the proximity of the highway facility. All damages for this use were paid when we purchased right of way from the previous owner. If anyone misrepresented the property to you, you should seek satisfaction from that party.

Secondly, the wind damage to your shop. When you bought this building from us, you knew the situation and chose the location for the building yourself. The state is not responsible for inclement weather.

Thirdly, the alleged damage to your house caused by construction work. The state did not specify the construction sequence and the contractor, Ross Bros. Construction, Inc., 3501 Brooklake Road N., Salem, OR 97303, would be responsible for any damage caused by improper operation.

Cordially,

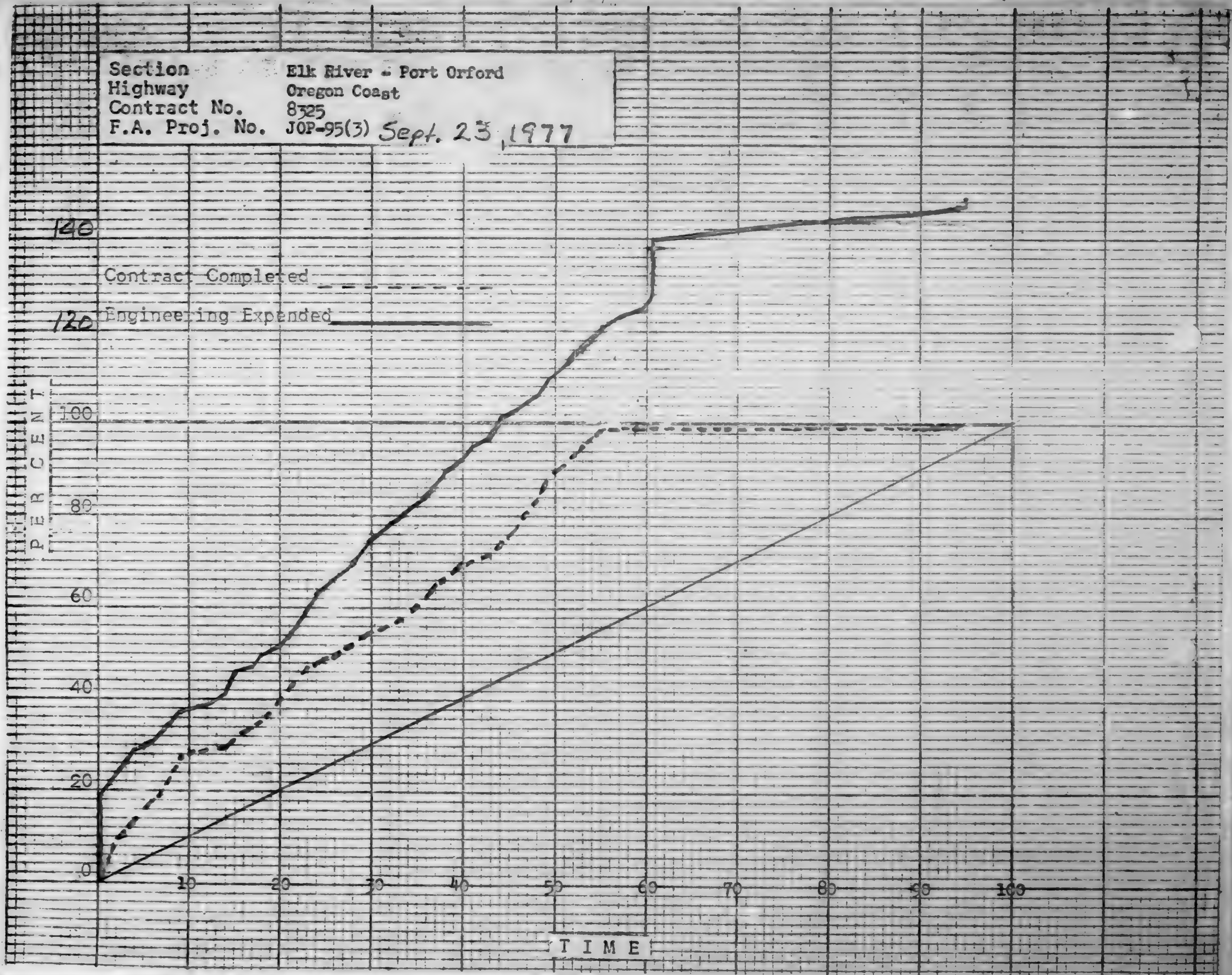
JAMES J. GIX
Regional Construction Engineer

NOTED
COULTER

RECEIVED
STATE HWY ENGR
MAY 13 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

jjg/cw

cc H. S. Coulter
Jack Sollis
L. V. Blickenstaff
Virgil Wilson


Section Elk River - Port Orford
Highway Oregon Coast
Contract No. 8325
F.A. Proj. No. JOP-95(3) Sept. 23, 1977
Contract Completed
Engineering Expended
PER CENT
140
120
100
80
60
40
20
0
10
20
30
40
50
60
70
80
90
100
TIME

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This job is complete and all semi-final quantities have been checked in Salem. The semi-final estimate, State Force documentation and a contractor unsigned price agreement were sent to the region office this week. Documentation on claims is being compiled and that, with diaries etc will be sent to the region office next week which will complete the submission of all semi-final data.

SIGNED L. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8325 9

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Elk River - Port Orford	WEEK ENDING Sept. 23, 1977 SECTION PREFIX 8-1054
	HIGHWAY Oregon Coast	COUNTY Curry
NAME OF JOB Elk River - Port Orford Sec.	KIND OF WORK Grading, Paving & Structure	
CONTRACTOR Ross Bros. Const., Inc.	CONTRACT NUMBER 8325	FEDERAL AID PROJECT NUMBER JOP-95(3)
DATE OF CONTRACT January 6, 1976	DATE WORK STARTED January 20, 1976	ESTIMATED COMPLETION DATE Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS CWD 450	WORK DAYS USED CALENDAR DAYS USED 422
PROJECT AUTHORIZATION $ 2,302,876.69	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
EXCLUSIVE OF ENGINEERING: $ 2,139,108.21	ENGINEERING AUTHORIZATION $ 163,759.48 This week 500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,125,138.54	ENGINEERING COST TO DATE $ 242,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103
ESTIMATED PERCENT: OVERRUN UNDERRUN over 3 %	PERCENT OF AUTHORIZATION 149 %	DATE PROJECT WAS COMPLETED: 7-30-77 9-30-77 Semi-final

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.98	1.98			1.98
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.98	1.98			1.98
TOTAL ESTIMATED QUANTITIES (CONTRACT)	176,070	34,000			15,090
TOTAL QUANTITIES CORRECTED TO DATE	187,377	34,943			16,117
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	187,377	34,943			16,117
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16231							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kessey K — RECEIVED — Richards
Bond — Glenn
Jackmond — SEP 26 1977 — Berg
Hopkins — Church
Johnsen — CONSTRUCTION SECTION — Gebauer
Inloes — Widmer

The State's calculation for penalizing out-of-specification Class "B" asphaltic concrete were reviewed. I recommend that all material represented by failing tests be penalized. As mentioned in my previous report, I still maintain that any test results outside the contract broad band tolerance should be considered failing and penalized accordingly.

The State has decided not to penalize certain non-specification material occurring on the first day and later when the percentage past the 1/2 inch sieve was within the narrow band tolerance but outside the broad bands. Also the State has not penalized non-specification material occuring on days when half or more of the production passed.

I recommend that Federal participation be credited the appropriate penalty for all non-complying AC material

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

STATE COPY

U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

CC:
OSHD (Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION X☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY Curry	DIVISION Oregon	
IN COMPANY WITH Ken Berg, Dave Glenn, OSHD				
DATE OF INSPECTION 1-19-78	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. JOP-95(3)	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 94 %	WORK COMPLETED 100 %

ELK RIVER - PORT ORFORD SECTION
OREGON COAST HIGHWAY
Grading, Paving and Structure

SCOPE OF INSPECTION:

This project was completed July 30, 1977. The contractor has not signed and returned Price Agreement #7 which penalized him $3,500. The project was substantially complete in October 1976, and a detailed inspection was made at that time, therefore, this inspection involved only an office review in Salem with the above persons to determine the disposition of Price Agreement #7 and the method of computation for the asphaltic concrete penalty.

FINDINGS:

The contractor had a rather poor finish on the asphaltic concrete. Before the project could be accepted, the contractor was directed and did grind the high spots throughout the length of the project. He was not equipped to do the skin patching necessary to fill in some of the depressions. The State estimated it would cost about $3,500 to do the necessary skin patching to bring this job up to a reasonably satisfactory ride. Therefore, PA #7 was issued to the contractor deducting $3,500 from contract payment. The contractor apparently does not intent to agree to that reduction in price. Mr. Dave Glenn advised that the State would go ahead and process that price agreement without the contractor's signature.

Therefore, subject to execution of PA #7 assessing $3,500 for rough pavement surface and an appropriate credit to Federal, I recommend the project be accepted subject to the following conditions:

1. Penalty of $3,500 for rough pavement.
2. Appropriate credit to Federal participating non-specification asphaltic concrete.

RECEIVED
STATE HWY ENGR
FEB 2 '78
REFER TO
FOR
Inves
R/D
D/R
Sign
Act
File

2-2-78

FORM FHWA-1448 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

8325

9

March 6, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On March 1, 1978, we wrote to you concerning release of final payment on Contract No. 8325 awarded to Ross Bros. Construction, Inc., for work on the Elk River-Port Orford Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $1,000 and the total contract amount is $2,083,697.78 including $12,943.72 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8325

9

March 7, 1978

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $8,595 will be made to Ross Bros. Construction, Inc., on Contract No. 8325 for work on the Elk River-Port Orford Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,092,292.78 including the post-final payment. Of the total, $12,943.72 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

3-17-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
JOP 95(3)

S PROJECT NO.
See Below

COUNTY NAME
Curry

PROGRAM NO.

ITEM NO.
Title X (RF-69)

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11-25-75	2-3-78	Primary Rt #2
		STATE ROUTE NUMBER
		Primary Rt 9

GENERAL LOCATION:

US 101 1.6 miles North of Port Orford South 1.98 miles

GENERAL DESCRIPTION OF WORK:

Corrective Patching Along Concrete Curbs and Bridge Parapets

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~A FIXED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 2-3-78, as requested in Mr. Keasey's letter of 3-10-78 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 13 is approved for TEC NTE $3500. Federal funds $2700

NOTED
F. B. KLABOE

3-24

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-17-78	V. V. Cural	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON **INTEROF[illegible]E MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: February 27, 1978

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8325, Work Completed July 30, 1977

Project Elk River - Port Orford

Highway Oregon Coast

County Curry

Type of Work Grading, Paving and Structure

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date February 24, 1978

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:skw

cc: Walt Hart
R. D. Church

RECEIVED
STATE HWY ENGR
FEB 28 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 2-28-78

3-1-6

81-125-1367

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coult
Washington, D.C. (HHO-32)

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
F RAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Curry	DIVISION Oregon
DATE OF REPORT 10-4-78	REPORT MADE BY Vincent Tabor, Asst. Area Engineer		PROJECT NO. JOP-95(3)
COMPLETION DATE 7-30-77	ACCEPTANCE DATE BY CONTRACT AGENCY 2-24-78	TIME ELAPSED 94 %	CONTRACT TIME 450 work days
APPROVED EXTENSIONS None	LOCATION Oregon Coast Hwy. (US 101) from 1.6 N. of Port Orford to a point 1.98 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ELK RIVER--PORT ORFORD SECTION
Grading, Paving and Structure

The project provided for a 40' to 64' paved roadway section on new alignment (with a prestressed concrete slab structure over Garrison Slough) to shorten travel times and increase safety.

Original overall project costs were estimated at $2,302,868 and final costs at $2,367,112 for an overrun of approximately 3 percent. This was basically due to additional engineering.

Price adjustments for non-specification AC mix have been computed as per our March 1978 agreement resulting in a credit to Federal-aid participation.

All appropriate documentation is attached, and acceptance is recommended.

COPY SENT

APR 6 1979

Washington

RECEIVED
STATE HWY ENGR
APR 9'79
REFER TO
Keasey
FOR

Info	Inves	R/D	D.R.	[illegible]	Act	File

4/10
cy. to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 4-6-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8325

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 5, 1978

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: Elk River - Port Orford Section
F.A. Project JOP-95(3)
Contract No. 8325
Recomputed Price Adjustment
for Non-Spec A.C. Mixture

The price adjustment for non-spec A.C. mixture has been recomputed in accordance with our March, 1978 agreement with FHWA:

Bid Item	Amount P.A. #8	Recomputed Amount
21 Class "B" A.C.	$1,694.79	$3,792.44

The difference in amounts is $2,097.65. The amount to be credited to the project on a non-participating basis is $1,048.83.

MDG:lt

Attach.

cc: H. S. Coulter
FHWA w/att.
A. Shirley w/att.
J. Jenkins "
B. Church "
File "

RECEIVED
STATE HWY ENGR
OCT 06 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9 State Copy 9

8525-8

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 80-1

ALL CARD	*To be completed by Washington Headquarters Personnel*	2 … 4	5 … 8	9 … 12	13 … 15		
		16 … 18	19 … 22	23 … 24	25 … 27	28 … 30	31 …

PART A *(To be completed by FHWA or State Highway Personnel - See instructions on reverse)*

STATE Oregon	COUNTY Curry	FEDERAL PROJECT NO. JOP-95(3)	URBAN	
			RURAL	X

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES		6204	X080	DATE STARTED January 20, 1976
	20	FINAL CONSTRUCTION COST	DOL.	1,458,270	679,016	DATE COMPLETED July 30, 1977
	21	LENGTH OF PROJECT	MILES	1.881	.095	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 39,462	GROSS EARNINGS 517,384	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	201,885	648,115
	9	PETROLEUM PRODUCTS	GAL.	15,000	23,000
	1	CEMENT	BBL.	13,298	
C	2	AGGREGATES PURCHASED	TON		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	237,400	6,450
	4	LUMBER	THSD. BD. FT.	5	15
D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	24,000	487,000
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	500	
E	11	READY-MIXED CONCRETE	CU. YD.	100	2,600
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	900	
	15	AGGREGATES PRODUCED	TON	48,000	
	95		CU. YD.	450	
F	16	MISCELLANEOUS STEEL	LB.	2,600	2,400
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	1,488	
	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	11,272	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
		84	214
		18	235
		24	366
		30	44
		72	120
J	13	CONCRETE PIPE	
		12	506
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
		8	1566
		12	240
		15	326
		18	443
		24	612
M	26	CA~~…~~	
		30	176

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 … 52	53 … 61	62 …

RECEIVED
STATE HWY ENGR.
APR 11 '79
REFER TO
4/11 to Kearney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

F-10(1) Gold Fish Farm-Lebanon 8441

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

GOVERNOR
Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						X

R

April 16, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No.	Section	Contract No.
I-80N-7(44)306	S. Baker Int.-Pleasant Valley Int.	8058

The reduction in price for the non-spec. Class "E" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126	Winchester Int.-Garden Valley Blvd.	8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 1978.

I-5-2(81)77	Glendale Junction-N. Wolf Creek Int.	8190

The reduction in price on this project was computed in accordance with our

RECEIVED
APR 13 1979
OREGON DIVISION

A & R - 543

8325 Elk River-Port Orford Sec. 1976
on Oregon Coast Hwy.
(Grade, pave & structure) #2

#8324

Salem, Oregon
October 28, 1974

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

C. O. Fredrickson
Region II Engineer

Pacific Highway West at Lewisburg Road
Pacific Highway West [redacted]
Benton County

The construction proposed on this project encroaches on railroad right of way. This requires preparation of an encroachment map in order to obtain the necessary easements. A P.U.C. map will not be required since the railroad crossing is not involved.

Additional field work will be necessary to obtain the information required to prepare the encroachment map as follows:

1. Establish highway stationing in the area. (Highway bearing is shown on field detail map.)
2. Establish railroad stationing.
3. Make transit tie between a highway center line station and a railroad center line station (distance and angles).

For your use in obtaining the necessary data we have attached the following:

2	Prints	Vicinity Map
2	Prints	Portions of Railroad Maps
2	Prints	Portions of Highway Maps

FE:we
Attachments
cc: James E. Chidsey
Fred Eriksen

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 29 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

#8324

1W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 4, 1975
Salem, Oregon

ORIGINAL SIGNED BY
G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Lewisburg Section
Pacific Highway West

TO: Larry Rulien
PROJECT MANAGEMENT ENGINEER

The October 8, 1975 issue of "Schedule of Contract Lettings" lists the subject project on page 5 with the notation "Grade-Pave-RR X'ing".

The District 4 COG Bond Request was for a traffic signal intertied with the railroad. This will take a small amount of grading as proposed in the field location.

It would seem the listing should also include "Traffic Signal" and the entire project be done as one contract. If you agree, please have the listing changed and make whatever coordinative actions that should be done from your office. Thank you in advance for your consideration.

RECEIVED
NOV [illegible] 1975
ROAD

[illegible] ✓
A. [illegible]
Copy Turpin
Scott
Copy Swenson
R. Olsen
Trout

Requests [illegible]
Requests Approval
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Do not File
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Bring Up
Other

GWW/dea
cc: L. E. George
Hal Versteeg ✓
Dick Nelson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 8, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JAN 22 1976

SUBJECT Traffic Signal Installation
Lewisburg Road at Pacific Highway West
Benton County

We have an agreement, which has been executed by Benton County, covering the installation of traffic signals at the intersection of Lewisburg Road and Pacific Highway West in Benton County. The agreement provides that the State will pay for the project and will maintain the traffic signals after installation.

The estimated cost of this project is $51,000 and will be funded with State Bond money. Benton County will pay all power costs after installation.

This matter will be on the agenda for your consideration at the meeting of January 22. Your approval of the agreement is recommended.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
C. O. Fredrickson
Jack Graham
Gary L. Sund

NOTED
C. W. HEAD

VLT:rj dpy

8324

p

January 26, 1976

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

5 c

Attention: Bill Flynn
Director of Records & Elections

1-22-76

MISC. CONTRACTS and
AGREEMENTS No. 5567

Gentlemen

Attached for your records is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of Lewisburg Road and the Pacific Highway West in Benton County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

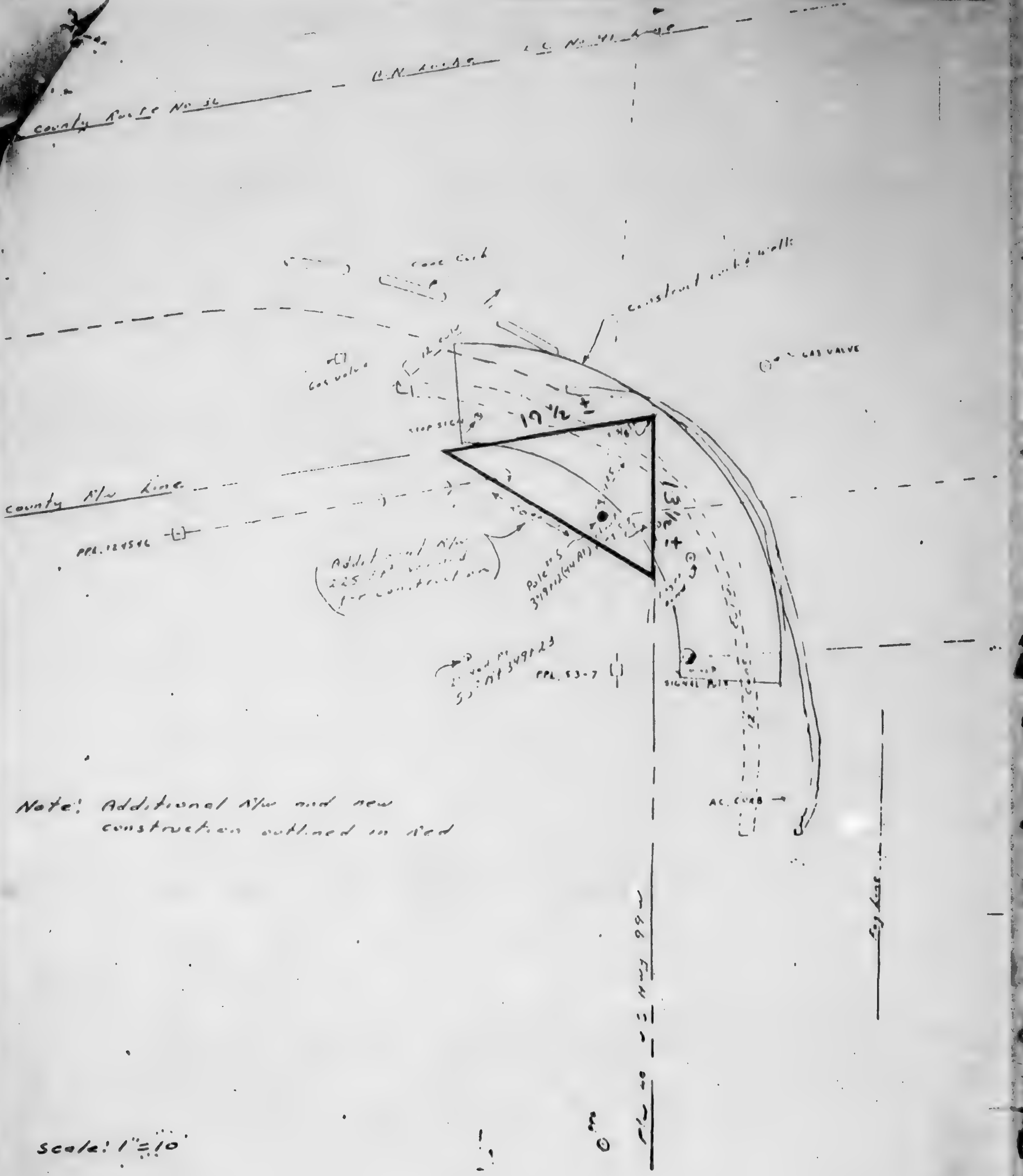
cc L. E. George (agree. att. conf.)

THE CIRCLE K CORPORATION
P. O. BOX 20230 • PHOENIX, ARIZONA 85036

CONVENIENCE FOOD STORES

PHOENIX
MAR 25 '76
ARIZ.
U.S. POSTAGE
.13

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310


County Route No. 56
County R/w Line
Cone Curb
construct curb & walk
Gas valve
GAS VALVE
STOP SIGN
19 1/2 ±
13 1/2 ±
Additional R/w 225 sq. ft. needed for construction
Pole No. 5
PPL. 124546
PPL. 53-7
SIGNAL POLE
AC. CURB

Note: Additional R/w and new construction outlined in Red

Scale: 1" = 10'

8324

PERMIT OF ENTRY

File No. Contract No. 8324
Name Pacific Highway West
at Lewisburg Road Section
Pacific West Highway
Benton County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the Pacific Hwy. W. at Lewisburg Rd. Section of the Pacific West Highway, the undersigned does hereby grant the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described as follows:

(SEE EXHIBIT A) (Note area shaded in green)

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize my, our rights in negotiating a settlement or in any legal proceeding that may arise from the State's acquisition of said lands.

It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by September 20, 1976, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Robert E. Hutchinson
(Signature)

(Signature)

3-29
Orig to R/W
attn John Oakes

RECEIVED
MAR 29 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Dated this 25TH day of MARCH, 1976

81 734 3840

8324

N
1W

Salem, Oregon
April 9, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48990 - The Circle K Corp.
Lewisburg Road Section
Pacific Highway West
Benton County

Attached is a description, an authorization and R/W prints covering a small triangle of R/W, which is required for the subject contract project.

Also attached is the correspondence from your office, which requested the description.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

ROW 18-2

files

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 21, 1976

Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Attn: W. J. Jones

Right of Entry
Crossing No. F-693.50
Pacific Hwy. W.-Lewisburg Rd. Sec.
Pacific Highway West
Benton County

Dear Sir:

Enclosed is the duplicate copy of the Right of Entry granting the State to enter on Southern Pacific Trans. Co. right of way at Lewisburg Rd. adjacent to Pacific Highway West in Benton County. This Right of Entry was accepted on June 18, 1976 by Mr. J. B. Boyd, Right of Way Engineer of the Oregon State Transportation Commission. As soon as the permanent easement document is prepared by your office, please forward it to me for execution by the Highway Division.

I would like to take this opportunity to thank you for the consideration you have shown to the Oregon Highway Division in expediting the preparation of this Right of Entry so that our contractor on this project may pursue his contract work in a diligent manner.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

cc: SP - Portland

bc: C. W. Head
C. T. Keasey
J. L. Sollis
J. B. Boyd
C. O. Fredrickson
Richard Nelson

[illegible]
[illegible], approved on 7/13/76 on weekly report dated 7-9-76. [illegible]

7/21/76
noted
in agree.
book
Fran

Form 81-734-3123

8324 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: ~~ROW 18-2~~

INTER-OFFICE CORRESPONDENCE
June 21, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

BUILDING

SUBJECT: Right of Entry from SPTC
Pacific Hwy. W.-Lewisburg Rd. Sec.
Pacific Highway West
Benton County
Contract No. 8324

RAILROAD COMPANIES
FILE No. 829

Attached is the fully executed counterpart of a Right of Entry from the Southern Pacific Trans. Co. to the Oregon Highway Division granting the State the right to enter upon SPTC property at Lewisburg Rd. adjacent to Pacific Highway West on the above section. Section 5 of this Right of Entry states that the contractor's PL and PD and Railroad Insurance Policies are satisfactory to Southern Pacific Transportation Company. Distribution of conformed copies has been made as indicated below.

Southern Pacific Trans. Co. will prepare and forward to the Highway Division an Easement Indenture covering the permanent easements for this section as indicated in red on the drawing attached to the Right of Entry. As soon as this Indenture is received it will be processed, signed and a fully executed copy forwarded to you for your files.

JEC:jr
Attach.

cc:	R. L. Schroeder	
	C. T. Keasey	w/copy
	J. L. Sollis	"
	J. B. Boyd	"
	V. E. Skoog	"
	Robert Church	"
	Cliff Laux	"
	C. O. Fredrickson	"
	Richard Nelson	"

[illegible]

~~ROW 18-2~~

bc: C. W. Head
J. B. Boyd
J. L. Sollis

[illegible]

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 28, 1976

Southern Pacific Trans. Co.
One Market Street
San Francisco, CA 94105

Attn: W. J. Jones

RAILROAD COMPANIES
FILE No. 849

Easement Indenture
Pacific Hwy. W.-Lewisburg Rd. Sec.
Pacific Highway West
Benton County
R/W File 42135

Dear Sir:

Enclosed are the duplicate original counterparts of the Indenture between the Southern Pacific Trans. Co. and the State of Oregon, Department of Transportation, Highway Division, granting the State permanent easements at the intersection of Lewisburg-Granger Rd. and Pacific Hwy. West at Lewisburg in Benton County. This Easement Indenture was approved and signed by Mr. J. B. Boyd, Right of Way Engineer for the Oregon State Highway Division on October 19, 1976, under authority delegated to him by the State Highway Engineer.

In reviewing this agreement, an error was picked up in the heading of the agreement wherein the State of Oregon, Department of Transportation, Highway Division, was referred to as the "Grantor" rather than the "Grantee". The erroneous "Grantor" reference has been changed to read "Grantee" and initialed by Mr. Boyd. It is recommended that when your principals sign this document, they also initial the change in designation of the Highway Division.

The Highway Division would like to thank your Company for the efforts they expended in granting the Easement Indenture to the State and appreciate all the work incorporated therein.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RIGHT OF WAY SECTION
RECEIVED
DEC 14 1976

☐	☐	☐	☐	☐	☐
RE	ARE	ARA	FS	CA	RS
☐	☐	☐	☐	☐	☐
PAS	[illegible]	CL	CS	[illegible]	
☐	☐	☐	☐	☐	

2-15-77
noted in
agre. book
fw

JEC:jr
Enc.
cc: SPTC - Portland

[illegible]
[illegible]
[illegible] July 9 Report &
appraisal 7-13-76 is sufficient

NOTED
C. W. HEAD

Form 81-734-3123

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity on project.
MONDAY	No activity on project.
TUESDAY	No activity on project.
WEDNESDAY	Poured F-1 Modified curb and project cleanup.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity. (week ending December 4, 1976)

REMARKS

G.W. Wimer, Region Construction Engineer; Lynn McKibbene and the undersigned made final inspection of project on Thursday, December 2, 1976.

Project Completed - Semifinal estimate and supporting data delivered to Region Office on Friday, December 3, 1976.

FINAL REPORT.

SIGNED Rick E. Nelson LOCATION Corvallis
Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8324 18

FORM 81-734-3301

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HIGHWAY WEST at LEWISBURG ROAD

WEEK ENDING: December 4, 1976

SECTION PREFIX: 2-0505

HIGHWAY: Pacific West

COUNTY: Benton

NAME OF JOB: Pacific Highway West at Lewisburg Road

KIND OF WORK: Grading, Paving, Signals

CONTRACTOR: L.K. Comstock & Company, Inc.

CONTRACT NUMBER: 8324

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: January 6, 1976

DATE WORK STARTED: July 26, 1976

ESTIMATED COMPLETION DATE: December 1, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 233

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $53,629.51

EXCLUSIVE OF ENGINEERING: $48,945.71

ENGINEERING AUTHORIZATION: $4,683.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $45,292

ENGINEERING COST TO DATE: $8,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %

PERCENT OF AUTHORIZATION: 171 %

DATE PROJECT WAS COMPLETED: December 1, 1976

PROJECT COMPLETED - Semifinal Estimate delivered to Region Office December 3. 1976.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS	
0	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.05	0.05			0.05
MILES PARTIALLY COMPLETED	0.05	0.05			0.05
MILES COMPLETED	0.05	0.05			0.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	80 cy			85 tons
TOTAL QUANTITIES CORRECTED TO DATE	100%	64 cy			59 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	64 cy			59 tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT	COMPLETED			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 truck

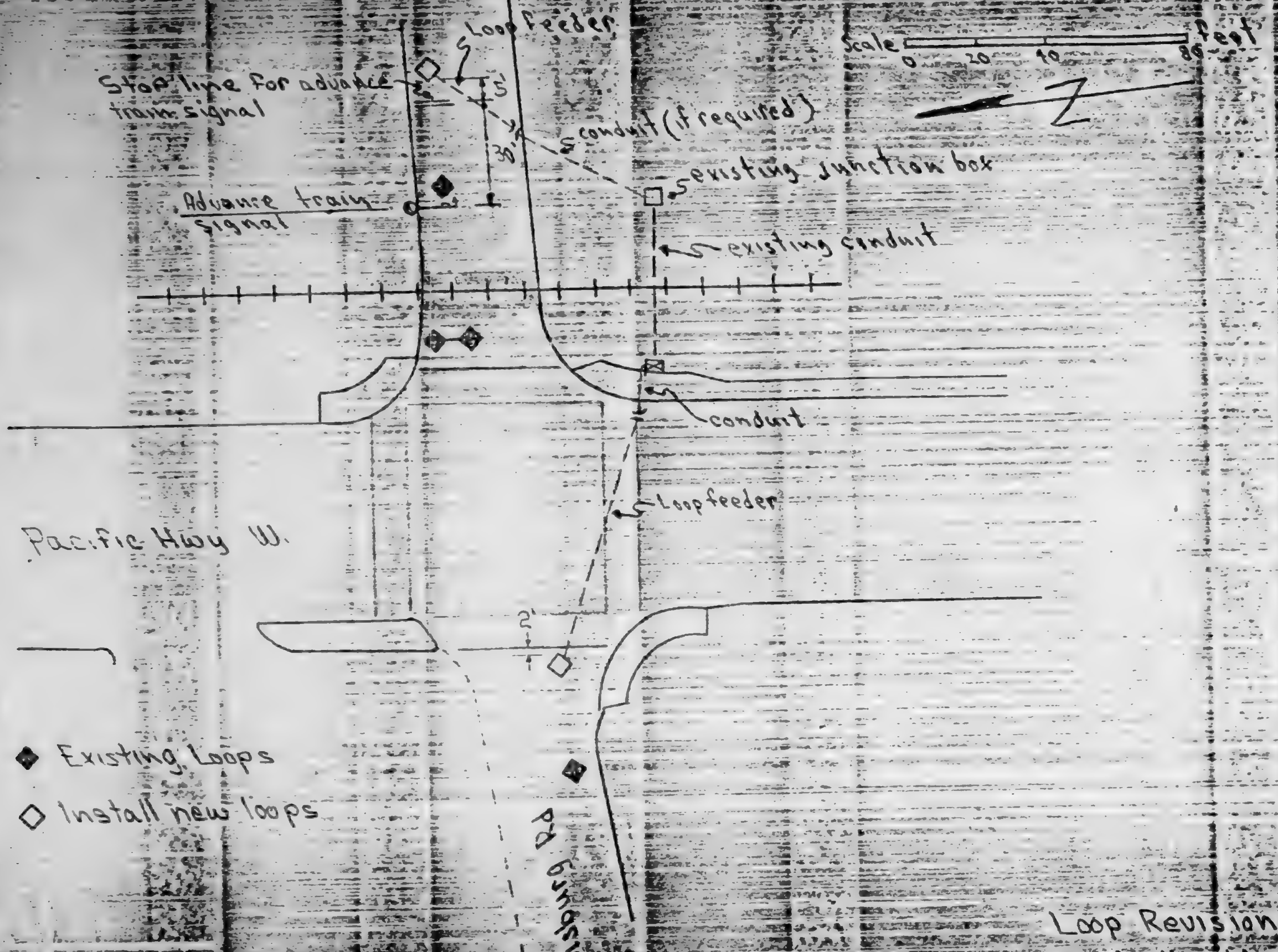
ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11-28	Fair-Cold	230		
MONDAY 29	Fair-Cold	231		
TUESDAY 30	Fair-Cold	232		
WEDNESDAY 12-1	Fair-Cold	233		Contract time cut off - Project completed.
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 6 1976
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg


Loop feeder
Stop line for advance train signal
5'
30'
conduit (if required)
existing junction box
Advance train signal
existing conduit
Scale 0 20 40 80 feet
conduit
Loop feeder
Pacific Hwy W.
2'
Lewisburg Rd
◆ Existing Loops
◇ Install new loops

Loop Revisions
Pacific Hwy W @ Lewisburg Rd
Benton County
Contract No. 8324

Loop Revisions
Pacific Hwy. W. @ Lewisburg Road
Benton County
Contract No. 8324

The attached sketch shows the locations of two additional vehicle detector loops which are required to provide for improved traffic control at this intersection. It will also be necessary to relocate the stop line for the advance train signal as shown on the sketch.

The entrance into the controller cabinet for the loop feeder from the west side of the highway may be made through the back or the side of the cabinet. The loop feeder shall be connected in series with the feeders from existing loops number 5 and 6, see drawing No. 2928.

The loop feeder for the new loop on the east side of the highway shall enter the controller cabinet by way of the existing junction box. If possible the conduit used for the loop feeder from loop number 6 shall be used. Connect the loop feeder in series with the feeder form existing loop number 7 and 8.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
November 18, 1976

1-4-77

FILE: 2-05505

FROM: L. E. George
Traffic Engineer

TO: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Loop Revisions
Pacific Hwy. W. @ Lewisburg Rd..
Benton County
Contract No. 8324

After observing the operation of the new traffic signal on Pacific Hwy. W. @ Lewisburg Road it is felt that the addition of two detector loops is required to provide more effective operation of the signal installation.

The attached sketch shows the proposed location of the new detector loops.

Please arrange with the contractor to have the work accomplished as part of the existing contract.

Once again you
Traffic gets [illegible]
specific [illegible]

L. E. George

L. E. George
Traffic Engineer

JII:rj

I think this job is complete, is already [illegible] on time

cc: Robert Judson

1-3-77
Call! Nelson

Routing
1 Keasey
Bond
2 Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 6 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg

1-6-77
cc. C T Keasey w/attach

8324

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
January 7, 1977

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Loop Revisions
Pacific Hwy. W. @
Lewisburg Rd.
Traffic Signal
Contract No. 8324

The instructions to Region 2 included in your letter of November 18, 1976, are inappropriate.

The letter was apparently not received by the Region until January 3 or 4, 1977, and this project was completed in November and the semi-final estimate submitted on December 1, 1976.

If this work is necessary, I will ask the Region to submit a State Force Work Order to install the two additional detector loops.

Your cooperation is requested in routing all proposed revisions on on-going contract projects through this office.

CTK:mk

cc: E. S. Hunter/attach.
G. W. Wimer

RECEIVED
STATE HWY ENGR
JAN 7'77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8324 45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 12, 1977

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Loop Revisions
Pacific Hwy. W. @
Lewisburg Road
Traffic Signal
Contract No. 8324

Your January 7 letter indicated that it was inappropriate of this office to request the Region to make revisions on an on-going contract without going through your office. I am not aware of any definite procedure that has been established in this regard. We have in the past sent these requests to your office but lately directly to the Region Office. Either way, the revision is sent to your office for approval prior to the work being accomplished.

Because we have experienced unsatisfactory delays in transmitting such requests through your office and because of the possible hazard that existed for the public, we were attempting to expedite this particular work.

All future work revisions will be transmitted through your office if such an arrangement proves satisfactory.

L. E. George
Traffic Engineer

LEG:rw

cc: ✓E. S. Hunter
G. W. Wimer

RECEIVED
STATE HWY ENGR
JAN 13 '77
REFER TO

FOR
Info | Inves | R/D | D/R | Sign | Act | File

J76-1205-3 CRN 09075

SHOW THIS NUMBER
6480
ON YOUR INVOICE

SINGER

SINGER COMPANY — LINK DIVISION

TRAFFIC CONTROLS
~~[illegible]~~
P.O. Box 6040, Sunnyvale, CA 94088

TO
COKER INDUSTRIES CORPORATION
dba BALLARD SIGN COMPANY
2590 Silverton Road, NE
Salem, OR 97303

SHIP TO
[redacted]
L. K. COMSTOCK & CO.
136 West Ninth Street
Albany, OR 97321

DATE	MK. PKG.	F.O.B.	VIA	SHIP ON OR BEFORE
11-15-76	6020067-18		Pick up	11-10-76

ITEM	QUANTITY	SINGER PART NO.	DESCRIPTION	UNIT PRICE	EXT. PRICE
	4	(3) 12 MM red neon grids per drawing		$47.50	$190.00
		MATERIAL PICKED UP BY COMSTOCK - REF. INVOICE 8325			
			DEPT. / ACCT. / CRN. 09075	TOTAL	$190.00

RECEIVED
L. K. COMSTOCK CO
JAN 11 1977

☐ IF CHECKED—THIS ORDER WILL BE TO CONFIRM AGREEMENT OF ORDER PER TELCON OR WIRE.
DO NOT DUPLICATE

Resale No.
SRGH 101638
Non-Taxable

SUBJECT TO THE INSTRUCTIONS, TERMS AND CONDITIONS ON THE BACK HEREOF WHICH ARE INCORPORATED AND MADE A PART HEREOF. *See F-1988-25-E Rev. 7-15-75

SINGER COMPANY — LINK DIVISION

Peggy Parker Peggy Parker
AUTHORIZED SIGNATURE

IMPORTANT INSTRUCTIONS

1. ACKNOWLEDGE PROMPTLY AND ADVISE SHIPPING DATE.
2. INVOICE IN DUPLICATE. USE SEPARATE INVOICE FOR EACH SHIPMENT ON EACH ORDER.
3. WE RESERVE THE RIGHT TO CANCEL THIS ORDER IF NOT FILLED WITHIN A REASONABLE TIME.
4. NO CHARGES ALLOWED FOR BOXING, PACKING OR DRAYAGE.

ORIGINAL

Division of [illegible]
[illegible]
SALEM, OREGON [illegible]
AC 503 [illegible] 5517

JOB WORK ORDER

CUSTOMERS ORDER NO	DATE ORDERED 11-6-[illegible]
ORDER TAKEN BY 1EL	DATE PROMISED 11-11 ☐ A.M ☐ P.M

BILL TO STEVE COMSTOCK
ADDRESS
CITY ALBANY
PHONE
MECHANIC
HELPER
JOB NAME AND LOCATION
☐ DAY WORK
☐ CONTRACT
☐ EXTRA

DESCRIPTION OF WORK
(4) UNITS OF 12 MM RED NEON
GRIDS AS PER CUSTOMERS SKETCH
THEY WILL PICK-UP

QUANT	DESCRIPTION OF MATERIAL USED	PRICE	AMOUNT
	OCD		
	"SAFETY SIGNAL" #P.O.#	6480	
	Quoted 47^{50} ea. Section		190 -

CHG'D NOV 11 1976
8325

HOURS	LABOR		AMOUNT	
	MECHANICS	@		TOTAL MATERIALS
	HELPERS	@		TOTAL LABOR
	I hereby acknowledge the satisfactory completion of the above described work:	TOTAL LABOR		
SIGNATURE		DATE COMPLETED / /		TOTAL

RECEIVED
L. K. COMSTOCK CO.
JAN 14 1977

[illegible]
[illegible] Traffic Control
[illegible]
[illegible], C[illegible]

TERMS

DATE 12-[illegible]-76

$ AMOUNT PAID

PLEASE DETACH AND RETURN WITH YOUR PAYMENT

DATE AND DESCRIPTION	CHARGES	CREDITS	BALANCE
PREVIOUS BALANCE →			
11-11-76 [illegible]	15[illegible]		1[illegible].00
Thank you			

Thank You

PAY LAST AMOUNT IN THIS COLUMN

[illegible]
[illegible]

RECEIVED
L. K. COMSTOCK CO.
JAN 14 1977

No. 8325

COKER INDUSTRIES CORPORATION
dba BALLARD SIGN COMPANY
SALEM, OREGON 97303
2590 Silverton Road N.E.

INVOICE DATE: November 11, 1976
OUR ORDER NO.: #2921
YOUR ORDER NO.: P.O. # 6480
TERMS:
F.O.B.:
SALESMAN:
SHIPPED VIA:

John Pohlels
Singer Traffic Control
371 Santa Trinita Avenue
Sunnyvale, CA 94806

PED TO: Albany, Steve Comstock

PPD. OR COLL.:

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	As per your instructions: Furnish (4) units 12 MM Red Neon grids as per your drawing:		
	(4) units $47.50 each		
	Total this invoice:		$190.00
	Picked up our shop 11-10-76		
	Thank you		
	Please remit from this invoice, no statements issued.		

1400, REGENT FORMS, PENNSAUKEN, N.J. 08109

RECEIVED
L. K. COMSTOCK CO
JAN 14 1977

BILL TO
Harlan Baxter & Associates, Inc.
10655 N. E. 4th
Suite 400
Bellevue, Washington 98004

SHIP TO
L. E. Comstock & Co., Inc
136 W. 9th Street
Albany, Oregon 97321

MARK: 6020067-18

INVOICE NO. 29318

PRO #

INVOICE DATE
SHIPPED VIA
PREPAID ☒
GROSS WEIGHT
CUSTOMER P.O. 9366
REQUISITION NO.
COLLECT ☐
OF CTNS.
DATE ENTERED 9/2/76
DATE SHIPPED
TERMS NET 30 days
PART.
DATE ORDER REC'D. 9/2/76
SALESMAN
F.O.B. SHIPPING PT. Ppd. & Added
COMP.

[redacted]

ITEM	QUANTITY ORDERED	QUANTITY SHIPPED	QTY. BACK ORDERED	DESCRIPTION
				PENALTY PROJECT ----- PLEASE EXPEDITE
1.	1			BO 17 blankout sign with 1½" top hub, Dark Green color and legend: STOP HERE ON RED LIGHT (less tubing)
2.	1			BO 17 blankout sign with ~~X~~ 1½" top hub, Dark Green color and legend: NO RIGHT TURN (less tubing)

P.O. No.
6020067-18
X
X
OCT. 14 1976
L. E. Koppelke

1½% PER MONTH ADDED TO PAST DUE ACCOUNTS

NTROLS

TOTAL ORDER AMOUNT

PAGE 1 OF 1

OEM SALES ORDER

o. J76-1205-3

SINGER
TRAFFIC CONTROLS

TOTAL ORDER AMOUNT $14,743.00 [illegible]

STOMER ORDER NUMBER	QUOTE NUMBER	CONTRACT REF. NO.	TERMS	TAXABLE	RESALE NO.	FOB	PAGE
[illegible]	[illegible]	[illegible]	NET 30	NO		ORIGIN/PP ALLOW	1 OF 1

SOLD TO
L.K, Comstock and Co.
136 West Ninth Street
Albany, OR 97321

SHIP TO Same

RDER DATE	SALESMAN	MARK PACKAGE	SHIP VIA	DUE DATE
/27/76	[illegible]	[illegible]	SURFACE	SEE BELOW

C

TEM NO.	QTY. ORDERED	PRODUCT CODE	DESCRIPTION/CATALOG NO.	VENDOR
			SHIP THE FOLLOWING:	HARLAN BAXTER ASS
1	1		Part time Restriction Sigh "Stop Here On Red Light"	
2	1		Part time Restriction SigHn "No Right Turn"	
			NOTE: 1. ~~Ad~~ Omitted from original breakout 2. Material required immediately!XXX *	

RECEIVED
[illegible] 1976
L. K. COMSTOCK CO.

THANK YOU FOR YOUR ORDER.

THIS IS AN EXACT COPY OF YOUR ORDER AS ENTERED.

PLEASE NOTIFY US OF ANY DISCREPANCIES IMMEDIATELY.

WHEN MAKING INQUIRIES OR CORRESPONDING WITH REGARD TO THIS ORDER, PLEASE REFER TO THE SALES ORDER NUMBER LISTED ABOVE.

JECT TO SINGER TRAFFIC CONTROL STANDARD TERMS & CONDITIONS OF SALE
AGREED TO BY BOTH PARTIES IN WRITING.

CUSTOMER ACKNOWLEDGEMENT

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION
KERN DIVISION
136 WEST NINTH AVENUE ALBANY, OREGON 97321 (503)926-2272

(Attachment 1A)

January 11, 1977

OREGON STATE HWY. DIVISION
3700 Philomath Road
Corvallis, Oregon 97330

RE: Contract Extension Request

Attn: Richard Nelson

The following situations created a delay of said project:

1. Singer traffic control did not order the "part time restriction" signs until August 27, 1976. We received and installed these signs on October 14, 1976. No tubes had been furnished and a further delay of 26 days was encountered.

2. I requested, but was not permitted to utilize the new signal system with other than the required signs so I might continue with the remainder of the project, namely, take down existing structures, grading, paving and curbs. This I requested approximately October 20, 1976.

3. Upon completion of the traffic signal portion, I requested a turn on November 11, 1976 or November 12, 1976 and was denied which also delayed completion of the remaining portion of work by four days.

If further information is required, please contact me.

Enclosed, please find copies of delivery receipts to substantiate the delivery dates mentioned.

Very truly yours,

Lyle Speer

Lyle Speer
Coordinator

LS/dh
Enclosure

File 067

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations. consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 9th day of August, 1976.

Attest: SEABOARD SURETY COMPANY,

By

(Seal) Karen Hayes
Assistant Secretary

R. T. Gundersen
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 9th day of August, 1976, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 41-7493475 Qualified in Queens County
Certificate filed in New York County
(Seal) Commission Expires March 30, 1978

Anita J. Leonard
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 20 day of Dec., 1976

1927

Linda Morra
Assistant Secretary

Form 957 (Rev. 6-74)

Certified Copy

No. 7922

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, NEW YORK

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Eleanor Doudera or Richard F. Ferrucci or James F. Joyce or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Frances Barba--------------

of Garden City, New York
its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 9th day of August, 1976.

Attest:

SEABOARD SURETY COMPANY,

By R. T. Gundersen
Vice-President

(Seal) Karen Hayes
Assistant Secretary

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 9th day of August, 1976, before me personally appeared R. T. Gundersen a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New York; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York
No. 41-7493475 Qualified in Queens County
Certificate filed in New York County
(Seal) Commission Expires March 30, 1978

Anita J. Leonard
Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to

STATE OF NEW YORK
COUNTY OF Nassau } ss.:

On the 20 day of Dec. in the year 1976 before me personally came ELEANOR DOODERT, to me known, who, being by me duly sworn, did depose and say that he resides in LI Ny N. Y.; that he is the Attorney-in-Fact of the SEABOARD SURETY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

Rita Sagistano
Notary Public

RITA SAGISTANO
Notary Public, State of New York
No. 30-4600271
Qualified in Nassau County
Commission Expires March 30, 1977

Form 860

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N.Y.

FINANCIAL STATEMENT—June 30, 1976

ASSETS		LIABILITIES	
*Stocks and Bonds	$61,623,017.37	Reserve for Unearned Premiums	$14,129,851.98
Cash in Office & Banks	4,728,773.19	Claim Reserves	8,018,228.00
Accrued Interest & Dividends	515,501.78	Other Reserves	11,239,518.13
Outstanding Premiums	2,425,403.77	Capital Stock	2,500,000.00
Accounts Receivable	371,545.41	Surplus	33,776,643.41
Total Admitted Assets	$69,664,241.52	Total Liabilities	$69,664,241.52

* Bonds and Stocks are valued on basis approved by National Association of Insurance Commissioners.
Securities carried at $3,424,151.00 in the above statement are deposited for the purpose required by law.

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

I, R. P. SCAGLIONE, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of June 30, 1976.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 20 day of December, 1976.

1927

President

Form 157

E-336 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

502772

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-10, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 233 days, within which to complete our Contract No. 8324, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attachment 1A.

Respectfully submitted,

L. K. COMSTOCK & COMPANY, INC.
Contractor

By Lyle Speer
Lyle Speer
Coordinator

CONSENT OF SURETY

Date December 20th, 1976

We, SEABOARD SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eleanor Doudera
ELEANOR DOUDERA, Attorney-in-fact

(SEAL)

XXXXXXXXX

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8324 Contractor L.K. Comstock & Company, Inc.

Highway Pacific West

Section Pacific Highway West at Lewisburg Road

Kind of Work Grading, Paving, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 4 days extension of contract time because of State imposed delay in turning on the signal after the contractor requested it. This will leave 9 days liquidated damages in effect at $50 per day.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8324
Project designation State (State-Federal)
Date awarded January 6, 1976
Work started July 26, 1976
Per cent completed December 1, 1976 (Date)
No. of Workdays Allowed 220
No. of Workdays Used 233
No. of Added Workdays Requested 13

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8324

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 9, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Lewisburg Road Intersection
(Signals)
Contract No. 8324
Request for Time Extension

L. K. Comstock & Company requests a complete time extension of 13 days because of 1) late ordering of certain signs which were a part of the contract, 2) the Resident Engineer's refusal to activate the new signal system without these signs and, 3) a delay in turning on the signal after the contractor requested it. Only the last reason is believed to be valid.

The signs involved were the "part time restriction" signs which direct traffic using Lewisburg Road on the railroad side of the intersection. The new signal has a railroad pre-emption interconnection. Some pertinent dates on the project are as follows:

Bids opened	12-18-75 (six bidders)
Contract sent	1- 7-76
Day count start	1-19-76 (220 days allowed)
Stop work order	3-30 to 6-21 Railroad easement delay.
Site work started	7-26
Signals activated	11-15
Contract time elapsed	11-16 (98 per cent completed)
Project completed	12- 1 (poured last of curb - 13 days liquidated damages at $50 per day)

The signs involved in the first part of the contractor's request were apparently not ordered until September. We believe the Resident was proper in requiring that the signs be in place before the new signals were put into use. Removal of old poles and some of the curb work had to be performed after the new signals were in use, so the last reason is valid for extension in that the signal turn-on was deliberately delayed by the State until after a holiday weekend. This reason justifies extension for the four days involved. This will leave nine days liquidated damages in effect at $50 per day.

This was a State Bond project. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
FEB 11 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

8324

1

February 23, 1977

L. K. Comstock & Company, Inc.
136 W. Ninth Avenue
Albany, OR 97321

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8324 for work on the Lewisburg Road intersection on Pacific Highway West in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of four days is granted because of the delayed signal turn-on at the request of the State. Your other two reasons are not believed valid for extending time.

This will leave nine days' liquidated damages in effect at $50 per day.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

8334

May 4, 1977

Seaboard Surety Company
90 William Street
New York, N.Y. 10038

Gentlemen:

On April 29, 1977, we wrote to you concerning release of final payment on Contract No. 8324 awarded to L. K. Comstock & Co., Inc., for work on the Pacific Highway West at Lewisburg Road in Benton County.

Final payment on this contract is $2,303.46 and the total contract amount is $43,240.75. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc L. K. Comstock & Co., Inc.
136 West 9th
Albany, OR 97321

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: April 28, 1977

FROM: C. T. Keasey RD Church for
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8324, Work Completed 12/1/76
Project Pacific Hwy. W. @ Lewisburg Rd.
Highway Pacific West
Count(y)~~(ies)~~ Benton
Type of Work Grade, Pave & Traffic Signals
Contractor L. K. Comstock & Co., Inc.
Recommended Acceptance Date 4/28/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:

cc: E. S. Hunter
~~W. J. Hart~~
R. W. Ellison
R. D. Church

Letter sent to surety on 4/29/77 by Karen.

RECEIVED
STATE HWY ENGR
APR 28 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 4-29-77

C & A - 5567 1-26-76
R. R. 829 6-21-76
R. R. 849 10-28-76

8324 Pacific Hwy. W. at 1976
Lewisburg Rd. N of Corvallis
(Grading, pave & traffic sig)

8323 b

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 28, 1976

FILE:

NOTED
H. S. COULTER

FROM: Warren Gaskill, Deputy
State Parks Superintendent WG

SUBJECT: Champoeg Toilet Building Contract

NOTED
E. S. HUNTER

TO: C. O. Fredrickson
Region II Engineer

Several members of the Parks staff have visited the above project, and all have been dissatisfied with the quality of the carpenter work.

According to Warren Mueller, the contractor has the attitude that as long as the flaws are covered with trim, that everything is acceptable. Warren feels that the specifications do not give him any power to make the contractor upgrade his work.

Joe Paiva and John Hollingsworth from the Parks Branch met with C. G. Swenson and John Day of the Specifications Unit and Gordon Ballard from the Bridge Section to discuss how the specifications cover this situation. Mr. Swenson feels that Sections 105 and 108 give a Resident Engineer full power to deal with this problem. All attending the meeting agreed that money should be withheld from the contractor until he corrects the flaws in the building.

I concur with the results of the meeting and request that action be taken to correct the quality of the workmanship in this building. If the workmen are not qualified as carpenters, then the contractor should hire someone that is.

Regarding a May 3 letter from Warren Mueller to Freedom Bridge, the Parks staff can see no justification for granting an extension of time. We believe the penalty should be invoked.

I would be glad to arrange for park people to meet with you on the ground to go over specific substandard items.

WG:aw

cc: Frank Stiles
Ken Lucas
John Hollingsworth
Warren Mueller
Swede Swenson
Gordon Ballard
C. T. Keasey
Scott Coulter

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
ESH
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

NOTICE

To: Department of Transportation for the State of Oregon

Notice hereby is given that the undersigned RONALD R. ASBILL has a claim for supplying labor and materials consisting of plastic laminate and other materials for construction work performed on the Champoeg State Park lavatory facilities [Oregon State Contract #[illegible]] to Freedom Bridge Contractor for the period from May 4, 1976 through May 29, 1976 in the sum of $2,841.48 less $262.62 previously received against the bond taken from Freedom Bridge Contractor as principal and U. S. Fidelity and Guaranty for the work of construction of the toilet building at Champoeg State Park.

DATED this 20th day of July, 1976 at Salem, Oregon.

RONALD R. ASBILL

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
[illegible]

Paul M. Ferder
ATTORNEY AT LAW
570 LIBERTY ST. S.E., SUITE 235
SALEM, OREGON 97301

TELEPHONE 364-6731

July 21, 1976

Cecil Head
Department of Highways, Room 329
P. O. Box 30
Salem, Oregon 97310

Re: RONALD R. ASBILL and FREEDOM BRIDGE; State Contract #8323

Dear Mr. Head:

I have been retained by Mr. Asbill to represent him in a dispute concerning payment for labor and materials owed to him by Freedom Bridge for work done at the Champoeg State Park lavatory facilities.

Mr. Asbill's notice of a claim on the bond for this work is enclosed, pursuant to ORS 279.528. As is indicated on the notice, Mr. Asbill's claim is in the amount of $2,841.48 less $262.62 previously received. If this claim is not satisfied within a reasonable time, it is Mr. Asbill's intention to pursue his legal remedies pursuant to ORS 279.536.

At your convenience, would you please notify this office what date the contract work for the Champoeg State Park facilities has been accepted and the work paid?

Thank you for your assistance in this matter. If you have any questions, please contact me.

Sincerely yours,

Paul M. Ferder

PAUL M. FERDER
Attorney at Law

cc: Ron Asbill
U. S. Fidelity & Guaranty, surety

R [illegible]

323

5708 Files

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

FILED
JUL 27 1976
CLAY MYERS
SECRETARY OF STATE

July 23, 1976

ED O
7-28-76

Mr. Paul M. Ferder
Attorney at Law
570 Liberty St., S.E., Suite 235
Salem, OR 97301

Dear Mr. Ferder:

This will acknowledge receipt of your letter of July 21, 1976, with the attached Notice from your client, Ronald R. Asbill, stating that Freedom Bridge owed him for labor and materials in the amount of $2,841.48, less $262.62.

This appears to be in connection with the Freedom Bridge Contract No. 8323, for toilet building at the Champoeg State Park in Marion County.

The U. S. Fidelity and Guaranty Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Our Construction Office informs us that this contract is approximately 95% complete. The amount paid to the contractor to date is $39,910.92 and the retainage is $2,100.58.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
JUL 28 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:kkr

cc: U. S. Fidelity & Guaranty Co.
520 S. W. 6th Avenue
Portland, OR 97204

Freedom Bridge
P. O. Box 3258
Salem, OR 97302

✓bc: Secretary of State - attached claim Please acknowledge receipt of the on the enclosed copy of this letter.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Contractor installed automatic flushing timer. ****** PROJECT COMPLETE ******
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

**********PROJECT COMPLETE **********

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8323.

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHAMPOEG STATE PARK		WEEK ENDING: AUGUST 21, 1976
		SECTION PREFIX: 924-2704
	HIGHWAY: ****	COUNTY: MARION
NAME OF JOB: CHAMPOEG STATE PARK	KIND OF WORK: TOILET BUILDING	
CONTRACTOR: FREEDOM BRIDGE	CONTRACT NUMBER: 8323	FEDERAL AID PROJECT NUMBER: BOR-41-00726
DATE OF CONTRACT: DECEMBER 5, 1975	DATE WORK STARTED: DECEMBER 20, 1975	ESTIMATED COMPLETION DATE: Aug. 18, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION: $ 77,931.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 71,125.31	ENGINEERING AUTHORIZATION: $ 6,806.25	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,125.31	ENGINEERING COST TO DATE: $ 6,700.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 98 %	August 18, 76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Rain			
MONDAY	16	Cloudy			
TUESDAY	17	Cloudy			
WEDNESDAY	18	Clear			
THURSDAY	19	Cloudy			
FRIDAY	20	Cloudy			
SATURDAY	21	Cloudy			

Routing
K Keasey RECEIVED Richards
Bond Glenn
Jackmond AUG 23 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

Another employee, [redacted], states that he was paid straight time for overtime worked and did not receive all the subsistance promised. The "subsistance" appears to be fringe benefits that were to be paid in cash.

I understand that McMinnville Plumbing & Heating, Inc. is filing a claim against Freedom Bridge as a result of work on the project. The firm was a subcontractor and the claim, to the best of my knowledge, would not involve labor compliance.

WR:mk

Attach.

FORM 81-734-3030

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FILE:
DEC 15 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR
December 15, 1976

Warren Richards

FROM: Warren Richards
Labor Compliance Officer

TO: THE FILES

SUBJECT: Labor Compliance Complaints
Champoeg State Park
Contract No. 8323
BOR-41-00726

Several labor compliance complaints have been received regarding the subject project. The contract was awarded to Freedom Bridge, P. O. Box 3258, Salem, OR, on December 5, 1975 and is subject to both federal and state prevailing wage rates.

The office of the project resident engineer noticed several discrepancies in the contractor's payrolls for May and early June of 1976 and requested the contractor in a June 18, 1976 letter to submit corrected payrolls and proof of any resulting additional payment. Supplemental payrolls were received but there was still some question as to their accuracy.

I was informed in a telephone conversation with the resident engineer's office that an employee working for a Eugene firm stated that he was asked to sign over a paycheck from Freedom Bridge to his employer and did so. It is possible that the Eugene firm had advanced the employee money and was merely being repaid. The employee stated that he was receiving $4 per hour for both straight time and overtime worked. The employee did not want to file a complaint. I am uncertain but believe the employee was [redacted]. The employer was Perrco.

Questionnaires were sent to the employees and the response from three of the employees indicated there was some dissatisfaction with the pay received. Copies of their responses are attached.

There were apparently some unapproved "subcontractors" on the project. Freedom Bridge carried Ron Asbill on their payrolls as an employee but is apparently attempting to hold Mr. Asbill responsible for materials and possible liquidated damages. Mr. Asbill also contends that Freedom Bridge was paying him less than the prevailing rate. I called Dave Nelson of Freedom Bridge and inquired about his July 6, 1976 letter to Mr. Asbill which indicated Mr. Nelson felt that Asbill was responsible for the work. Mr. Nelson indicated that there was an agreement to pay for the work, apparently lump sum, from which any hourly pay would be deducted. No subcontract for such an arrangement was ever consented to by the Highway Division.

Mr. Asbill has indicated that the contractor's payrolls did not show all the time worked and that he was directed to inform "Gov't. Rep." that he was satisfied with the number of hours and rate of pay. Mr. Asbill has retained an attorney, Paul Fonder, to represent him.

Jay Andrews states that he lost his job because he insisted upon full pay for work performed. Mr. Andrews was apparently working for another unapproved "subcontractor"; the above mentioned Perrco from Eugene, Oregon. Mr. Andrews claims he received belated pay from Freedom Bridge only to have it deducted from his Perrco pay. With the assistance of an attorney, Mr. Andrews did eventually obtain his pay.

8323

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
December 23, 1976

Warren Richards

FROM: Warren Richards
Labor Compliance Officer

TO: Jack Sollis
Asst. Attorney General

SUBJECT: Labor Compliance and Complaints
Champoeg State Park
Contract No. 8323
BOR-41-00726

Attached is a copy of my December 15, 1976 Memo to the File regarding the subject labor complaints.

As we have never approved a subcontract for Ron Asbill, I would like your opinion as to if all monies claimed should be treated as a labor violation. There was apparently an agreement between Mr. Asbill and the contractor to which the Highway Division did not give consent.

I do not know how the materials were purchased but assume they were ordered by Mr. Asbill in his own name rather than placing the order for Freedom Bridge.

WR:mk

Attach.

cc: Cecil Head ✓

NOTED
C. W. HEAD

BRALEY-GRAY & ASSOCIATES
Plumbing and Heating Manufacturers Representative

285-8356
Area Code ~~503 · 232-0406~~

E. E. BRALEY
DON GRAY

~~1425 S.E. SALMON STREET~~
[illegible]
P. O. Box 17357
Portland, Or. 9721

August 27, 1976

McMinnville Plbg
Box 180 Rt 3
McMinnville, Ore. 97128

Attention: Mr. Ed Gormley

Dear Ed:

Please excuse the delay in answering your request for historical events pertaining to the Sloan valve order for Champoeg State Park.

Basic order for special Sloan valves was placed by Peerless Pacific Co. on January 6, 1976 for:

- 6 #152 special Royal flush valves w/hydrolic actuator, a EL-24-A push button, all for a 6" wall thickness
- 2 #195 special Royal flush valves w/hydrolic actuator, a EL-24-A push button, all for a 6" wall thickness

Dated February 10, 1976 we received a call from Mr. Ron Clay who was representing Mr. Waren Muller's office. I assume these gentlemen are from Oregon State. At any rate, a change was made from Sloan Royal #152 which is back spud to Sloan Royal #142 to fit a top spud bowl.

Please bear in mind after receiving this change by Mr. Ron Clay it was necessary to confirm this change to Peerless Pacific Co. and I assume they contacted you.

This all takes time, so by the time we received our confirmation it was February 23, 1976 when we telephoned Sloan Valve Co. Valves were produced and shipped April 23, 1976 from Chicago, Ill.

This is how it all happened.

Best regards,

BRALEY-GRAY & ASSOCIATES

E. E. "Bud" Braley

E. E. Braley

EB/lh

September 21, 1976
Oregon State Highway Commission

RE: Champoeg State Park Toilet Building
Contract Number 8323
"Request for Time Extension"

It is requested that thirty-five (35) calendar days be granted for errors by O.S.H.D. as per section 108.09 subsections (a) and (b) of the Standard Specifications for Highway Construction. The error was the misspecification of the flushometer valves for the toilets. The drawing indicated a top spud, wheras the order number in the specials were for a back supd toilet. As per the proceedure outlined in section 105.04 of the Standard Specifications, the discrepancy was resolved by following the order number listed in the "Special Provisions."

The initial order for the valves and toilets was made on January 6, 1976. Approval of submitted drawings by the state was made on February 6, 1976. Mr. Braley of Sloan Valve Co. verbally gave a delivery date of March 29, 1976 to Jom Gormley of McMinville Plumbing and Heating.

On February 10, 1976, Ron Clay, inspector for OSHD, noticed the error and called Mr. Braley to cancell the order. After the order was cancelled, it could not be remade until February 23, 1976 due to the time required by the state to consider what course of action to follow.

The valves were not received by McMinnville Plumbing until the afternoon of April 30, 1976. Because this was a Friday, the valves were not available to the plumber in the field until May 3, 1976. The total delay time from March 29, 1976 to May 2, 1976 is thirty-five(35) calendar days.

With the restriction of no flush valves to install, other work was delayed. We proceeded with our work schedule around the May 3rd date as that was the most realistic.

Attached is a letter documenting the delay and time involved as presented to McMinnville Plumbing and Heating.

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date SEPTEMBER 21, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ ~~days to~~ +35 days, within which to complete our Contract No. 8323, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (see attached sheet)

Respectfully submitted,

FREEDOM BRIDGE
Contractor

By David A. Nelson

CONSENT OF SURETY

Date SEPTEMBER 22, 1976

We, UNITED STATES FIDELITY AND GUARANTY COMPANY
P. O. BOX 3459, PORTLAND, OREGON 97208, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

A. G. SADOWSKI
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8323 Contractor FREEDOM BRIDGE

Highway *****

Section CHAMPOEG STATE PARK-TOILET BUILDING

Kind of Work BUILDING CONSTRUCTION

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend a complete time extension of 39 days to the actual project completion date of July 9, 1976. This is because of a change in the flushometer valves in the plumbing, reinstallation of plastic laminate and a 5-day delay in sending contract out.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

Contract No. 8323

Project designation BOR-41-00726
State-Federal

Date awarded DECEMBER 5, 1975

Work started DECEMBER 20, 1975

Per cent completed 100% AUG. 18, 1976
Date

No. of Workdays Allowed N/A

No. of Workdays Used N/A

No. of Added Workdays Requested 35

In negotiating the claim with the contractor, he agreed to drop all his overhead type charges including his own time arranging for the reinstallation work, so this deletes the last two money items on his claim. He has invoices covering the other items and is to provide copies to the Resident Engineer. We reached a compromise settlement in the lump sum amount of $1,850 as a complete settlement of all claims on the contract, but contingent on the State granting a complete time extension. Since most of the liquidated damage time is associated with the plastic laminate reinstallation, I see no problem in granting the time extension. Neither of these items will cause an overrun of the project authorization.

JAB:fr

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8323

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 30, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Champoeg State Park (Toilet Building)
Claim Settlement
Contract No. 8323

TO: MEMO TO THE FILES

The contractor on this project, Freedom Bridge, presented a claim under date of March 9 in total amount of $3,572.92 for repairs and/or reinstallation of plastic laminate. This claim letter refers to earlier notice on this matter and the State did not try to fault the claim from a lack of notice standpoint. The work was apparently very much in controversy at the time it was performed.

I attended a meeting yesterday in the Region II office with Resident Engineer Warren Mueller and Assistant Region Engineer Wimer and the contractor (Dave Nelson) present. The special provisions (page 38) which cover the plastic laminate work were carefully reviewed. This special provision refers to it being applied in strict accordance with the manufacturer's printed directions. The contractor and Resident Engineer did in fact have a two-page letter from Dura-Beauty, the brand of laminate that was used. The State cannot cite any specific shortcoming on the contractor's part in installing this material from the standpoint of either the manufacturer's recommendations, or the additional special provisions in the contract. The contract makes a reference to the temperature in the work area being not less than 70° Fahrenheit. The Resident Engineer says this temperature was not checked accurately, but the contractor did provide two electric space heaters in the rooms and installed temporary coverings over the doors to the outside. It was interesting to note the spec. does not put a time requirement on how long the temperature has to be up to 70°. In hindsight, I suspect this might be important. The humidity requirement was not checked, but the special provision has a wide range of tolerance on this (20 percent to 80 percent), so it would not be expected to be a limiting factor.

In the absence of some specific failure on the part of the contractor to comply with installation directions, it is difficult to hold him responsible for the failure of the work. He does not guarantee our design and there is an implied warranty situation, I believe, on the State's part. I understand some of the laminate has separated from the underlying plywood again, but there is still no explanation as to why this happens where it happens. The Resident Engineer reports there was no particular pattern or distinguishing characteristics of the failed areas versus the sound areas. This makes it even more apparent that if we do not know what's wrong, how can we hold the contractor responsible for it?

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
MAR 30 1977
CONSTRUCTION SECTION

FORM 81-734-3030

FILE: CON 5 #8323

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 1, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Champoeg State Park (Toilet Building)
Contract No. 8323
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

The contractor has requested a 35-day time extension on just one reason, a change in the flushometer valves in the plumbing. The 35 days was derived as the time from March 29 to May 2, 1976. The contract had a specified completion date of May 31, 1976 and was actually completed July 9 with 39 days liquidated damages assessed at $100 per day.

In analyzing the request, the Resident Engineer prepared a time and activity chart which showed work progressing on at least six other building items intermittently during the time interval cited. The wait for these valves probably did change the sequence of some of the work and may have even delayed the project in some way, but the more obvious reason for the late completion was the reinstallation of plastic laminate used for interior finishing in this building. This work became controversial and the subject of a claim presented by the contractor. It caused a delay with no activity at all on the project from about June 11 until the end of the month. We held up acting on this time request until the claim could be more fully considered. A compromise settlement of that issue was reached this week contingent on granting a complete time extension. The basis for this is described more fully in my attached March 30 memo.

There is another valid reason for granting five days of the extension. Bids were opened November 20, 1975, and the contract was sent December 15, so five days more than the specification allowance elapsed and this, particularly in a specified completion date situation such as this, is a valid reason for extension. Having acknowledged that the reinstallation of the plastic laminate was not entirely the contractor's obligation, it follows that the time associated with it should also be extended.

I believe it is the State's best interest to resolve the entire matter in this way and therefore recommend the complete time extension of 39 days to the actual project completion date of July 9, 1976. The project has BOR funding and we have been administering them the same as State projects. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8323

April 4, 1977

Freedom Bridge
P. O. Box 3258
Salem, OR 97302

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8323 for work on Champoeg State Park (Toilet Building) in Marion County.

In light of the available facts, we are granting a complete time extension of 39 days to the actual project completion date of July 9, 1976. This is because of a change in the flushometer valves in the plumbing, re-installation of plastic laminate, and a delay in sending the contract to you.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

Paul M. Ferder
ATTORNEY AT LAW
570 LIBERTY ST. S.E., SUITE 235
SALEM, OREGON 97301
TELEPHONE 585-9197

DONALD R. JACOBS
ASSOCIATE

AUG 22 RECD

August 10, 1977

Mr. Cecil W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Mechanic/Materialmen's Lien: Asbill v. Freedom Bridge

Dear Mr. Head:

This letter is to inform you that the lien based upon claim filed of Ronald Asbill against Freedom Bridge, dated July 20, 1976, has been paid and that Mr. Asbill has filed a Satisfaction of Materialmen's lien with the Marion County District Court.

This release of claim is further evidenced by Mr. Asbill's signature herein below.

Thank you for your assistance and patience in this matter.

Sincerely,

Paul M. Ferder

PAUL M. FERDER
Attorney at Law

PMF:kj

Ronald R. Asbill
Ronald R. Asbill

RECEIVED
[illegible] 5 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8323

August 26, 1977

Mr. Paul M. Ferder
Attorney at Law
Suite 235
570 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Ferder:

Thank you for your recent letter advising us that Ronald Asbill's claim against Freedom Bridge dated July 20, 1976, has been paid.

Our records indicate that this is in reference to the Freedom Bridge Contract No. 8323, Champoeg State Park in Marion County.

This information is being noted in our records and we will advise the prime contractor and surety of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
8-26-77 kr

CWH:kkr

cc: United States Fidelity & Guaranty Company
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Freedom Bridge
P. O. Box 3258
Salem, OR 97302

8323

September 15, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 8, 1977, we wrote to you concerning release of final payment on Contract No. 8323 awarded to Freedom Bridge for work at Champoeg State Park in Marion County.

Final payment on this contract is $500 and the total contract amount is $64,968.25. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Freedom Bridge
P. O. Box 3258
Salem, OR 97302

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8323 Champoeg State Park 1975
approx. 25 mi. N. of Salem
(Toilet bldg.)

The estimated cost of the turnouts, including 20 per cent for engineering and contingencies, is $200,000.

Easements are required from the railroad, as well as from one property owner on the T.V. highway. A 15 foot clearance from centerline of the railroad track has been maintained in accordance to standards. Basically, the turnouts are being constructed by placing a pipe in the ditch and building the turnout over the ditch.

The turnouts are the No. 1 priority from Tri-Met for transit oriented improvements, principally because of the increase in ridership with the new rate structure on both the Sunset and T.V. highway lines.

It is necessary at this time for the division to establish a priority for the project. Apparently this was not done following my letter to Mr. Klaboe of April 11, as evident by Larry Rulien's comment of August 11 indicating the project was not porgrammed. Rulien recommended that Ed Hardt proceed with the project as a minor betterment or maintenance project.

At this point, considerable effort has been placed upon development of projects as the first in a series of improvements to assist the bus operation in the metropolitan area, involving both the highway division and Tri-Met. My interpretation of the earlier discussions was that there was a priority to proceed with the project, and I feel the division should now establish sufficient priority to provide funding from urban extension funds for the project. We have been attempting to meet an October/November 1975 construction date for the turnouts which is still possible pending negotiations with the railroad.

When you have established a priority, please advise the other sections in the highway division.

ebg

cc: J. H. Versteeg
L. W. Rulien
J. B. Boyd
E. L. Hardt

83221

RECEIVED
STATE HWY ENGR
SEP 3 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

13

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 2, 1975
Portland, OR 97213

FILE: 75-16

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: Bus turnouts
Sunset and Tualatin
Valley highways

NOTED
E. S. HUNTER

During a discussion with Mr. Klaboe and Mr. Baldwin on April 3, 1975, the transit projects in progress were reviewed, I believe, in order to report to the legislature.

At that time I reported that the Banfield high occupancy vehicle lane project was scheduled for contract in June; the Barbur Boulevard bus lane was scheduled for contract in September; the West Portland park and ride station was scheduled for contract in March; and that a fourth project was in the discussion stage consisting of bus turnouts on the Sunset and T.V. highways at an estimated cost of $200,000, using urban extension funds.

Prior to this time, Mr. Klaboe had reviewed these and other minor improvement projects with Mike Kyte of Tri-Met at the request of the Tri-Met management. From that earlier review, and subsequent priority listings from Tri-Met, a number of the projects were singled out for minor betterment funding; I believe they have been undertaken by Region 1. The bus turnouts were of significant cost that they were designated construction projects.

On April 15, 1975, you called and requested a survey be initiated which in turn was transmitted to the Location Section the following week. No response has been received from that request.

An A-95 Review has been circulated and approved by the C.R.A.G. review process.

The assessment for the project was completed and transmitted to the Environmental Section on July 21. The assessment was approved and submitted to Project Management Section on July 25.

The Southern Pacific Railroad has been contacted by the Utilities Section in the form of two letters requesting their view on the proposal which requires use of railroad right-of-way on the south-side of the T.V. highway.

9-11-75
To Woltz
for survey order

Assuming the priority for the project, I have proceeded with the preliminary engineering which is complete and will be sent to the Design Section this week. The project consists of turnouts eastbound on the Sunset Highway at 75th, 79th, and Katherine Lane, including 300' acceleration lanes from the turnouts due to the ascending grades. Turnouts are proposed on the T.V. highway both eastbound and westbound at 170th, 198th, 214th, and 219th, and eastbound only at Murray Road. Witchhazel, and Southeast 21st in Hillsboro.

SUNSET TRANSIT CORRIDOR

PROJECT NO. U-186(29)

Project Data: All phases of preliminary engineering for an exclusive busway in the Sunset Highway Corridor.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated September 3, 1975, and August 28, 1975, respectively.

FHPM 7-7-2 Requirements: Major-significant action project concurred in by FHWA on July 29, 1975.

Note: The project is in Congressional Districts Nos. 1 and 3.

Data for PR-37:

Field..........	$66,100
PS&E...........	$26,700

Budget Bureau No. 41-R2067: Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-25-75

(typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
217 to Multnomah Co Line		44,400	87,200	95	10	Oregon	41	032	202

	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								U-	186	(29)		

Extension	COUNTY NAME Washington	CODE 067	PROGRAM STAGE ☐ 1 OR ☒ 2
nd	ROUTE NO. P	FEDERAL-AID 27	STATE 47
		U.S. 26	

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
US 26, Jct SR 217 to Multnomah Co. Line	1.73	92,800	72,500	20,300		All phases of preliminary engineering for an exclusive busway in the Sunset Highway corridor.
"Sunset Transit Corridor"						ROW - 220' min.; Access control - partial; Parking restrictions-complete.
PROJECT TOTALS	1.73	92,800	72,500	20,300		

REMARKS Additional data: Item Nos. 43 & 44; Project Nos. F-186(12) & (13), respectively.

-OVER-

Budget Bureau No. 41-R2067; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

9-25-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 26, Jct SR 217 to Multnomah Co Line	ADT	PRESENT 44,400	FUTURE 87,200	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) U-	NUMBER 186

CARD 4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Washington				CODE 067
	NAME OF URBAN AREA Portland	ROUTE NO. P	FEDERAL-AID 27	STATE 47	U.S. 26	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		US 26, Jct SR 217 to Multnomah Co. Line	1.73	92,800	72,500	20,300	
5					ROW							
5					CONST (CODE)		"Sunset Transit Corridor"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.73	92,800	72,500	20,300	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

REMARKS Additional data: Item Nos
Nos. F-186(12) & (13), res

5322

75

PRO 6-2

September 25, 1975

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project Nos. U-186(29), U-318(14) & U-323(29)

We are submitting program data for three projects, Item Nos. 202 thru 204, which we desire to have included in the Federal-aid Urban Extension Highway Program.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost and obligation of federal funds for each project as follows:

Item No.	Est. Cost	Fed. Funds
202	$ 66,100	$ 51,650
203	$140,500	$109,800
204	$348,000	$272,100

One copy each of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously submitted.

JG:ak

Enclosures

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Copy

DATE October 1, 1975

TO Oregon ~~xxxxxxxxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval, Bus Turn-out Areas
Sunset and Tualatin Valley Highways
Washington and Multnomah Counties

AGENDA
[illegible]
HC

We have completed a survey of the Sunset and Tualatin Valley Highways and determined a number of locations where bus terminals will enhance the multi-modal operation of the highway system.

Eleven bus-loading sites are proposed on a 6.7-mile section of the Tualatin Valley Highway and three on a 0.6-mile section of the Sunset Highway. Bus shelters will be placed at eight of the project sites. Tri Met included

The project is proposed to be financed with Federal-aid Urban Extension Funds at a total estimated cost of ~~$200,000.~~ 150,000 (John E)

The project was not anticipated and therefore not included in the Six-Year Construction Program. The cost is reasonable and improvement of our highway system to better accommodate mass transit is desirable.

This matter will be on the agenda for your consideration at the October 29 meeting. I recommend that this project be placed on the Six-Year Construction Program with approval to advance to contract as soon as possible.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Gary Sund
R. N. Bothman
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Jack Graham
Dennis Moore
Ed Hardt

BLG:bb srb

NOTED
C. W. HEAD

8322 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 8, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: S.W. Katherine Lane-S.W. 75th Ave.
Hillsboro-Beaverton (Bus Turnout) Sec.
Sunset and Tualatin Valley Highways

TO: Memo To The Files

NOTED
E. S. HUNTE

A review of the scheduling for contract of the bus turnouts on the named section was held with R. N. Bothman this date by phone.

The bus turnouts on the Sunset Highway will be advertised for contracting in November.

The bus turnouts on the Tualatin Valley Highway should be scheduled for a February letting or when right of way and railroad encroachments have been cleared.

LKW:we
cc: E. S. Hunter
~~R. N. Bothman~~
L. W. Rulien
J. B. Boyd
C. G. Swenson
E. L. Hardt
Gary A. Potter

NOTED
R. L. SCHROEDER

RECEIVED
OCT 10 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

S.W. KATHERINE LANE-S.W. 75th AVENUE (BUS TURN-OUT) SECTION

PROJECT NO. U-186(29)

Existing Facility: 4-12' lanes A.C. pavement, 15' raised median and 10' shoulders.

Project Data: Work under this project consists of grade, drain and high type pavement for the construction of a 15' bus turn-out lane and necessary acceleration lane on the Sunset Highway eastbound at S.W. Katherine Lane, S.W. 79th Avenue and S.W. 75th Avenue to provide areas for the safe loading and unloading of bus passengers.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

a. Public Hearings--None required under Oregon Action Plan (Category 3 Project)

b. Location/Design--Not a factor in the development of this project.

IM 50-1-70 Requirements:

State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval dated June 17, 1975 and June 16, 1975 respectively.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on October 8, 1975.

Note: This project is in Congressional District No. 1.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 17, 1975

rior spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.· Multnomah Co.Line,E.0.63mi.		44,400	87,200	95	10	Oregon	41	032	206

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
							U-	186	(29)	

on

COUNTY NAME: Washington CODE: 067

ROUTE NO. P — FEDERAL-AID: 27 — STATE: 47 — U.S.: 26

PROGRAM STAGE: ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
.S.26, 1.1 mi. W. of ultnomah Co. line .0.63 mi.						Gr., Dr., H.T. pave. for 15' bus turnout and acceleration lane eastbound at three locations.
"S.W. Katherine Lane-S.W. 75th Ave.(Bus turn-out) Section"	0.63	60,000	46,900	13,100		ROW - 220- normal; access control-partial; parking restriction-partial.
PROJECT TOTALS	0.63	60,000	46,900	13,100		

REMARKS

Additional Data: Item Nos. 43 & 44; Project Nos. F-186(12) & (13) respectively.

-Over-

USCOMM DC

Budget Bureau No. 41-R2067; Appr

U.S. DEP

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

October 17, 1975

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1	U.S. 26, 1.1 mi. W. Multnomah Co.Line,E.0.63mi.	ADT	44,400	87,200	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
CARD 3	Gr., Dr., H.T. Pave.								U-	186

CARD			
CARD	CLASS OF FEDERAL FUNDS: Urban Extension	COUNTY NAME: Washington	CODE 067
	NAME OF URBAN AREA: Portland	ROUTE NO. P — FEDERAL-AID: 27; STATE: 47; U.S.: 26	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
3					PE		U.S.26, 1.1 mi. W. of Multnomah Co. line E.0.63 mi.					
5					ROW							
5					CONST (CODE)		"S.W. Katherine Lane-S.W. 75th Ave.(Bus turn-out) Section"	0.63	60,000	46,900	13,100	
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.63	60,000	46,900	13,100	

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 43 & 4
F-186(12) & (13) respectively.

8322

PRO 6-2

October 17, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-186(29)

We are submitting program data for one project, Item No. 206, Project No. U-186(29), "S.W. Katherine Lane-S.W. 75th Avenue (Bus Turn-Out) Section", which we desire to have included in the Federal-Aid Urban Extension Highway Program.

It is our present intention to receive bids for this project on November 20, 1975.

One copy each of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were forwarded previously.

CL:md

Enclosure

cc: E. L. Hardt (Region I)

8322

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 24, 1975
Portland, OR 97213

FILE: 34-1407

FROM: R. N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: Bus turnouts
TV Highway

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I discussed the subject project with Jim Chidsey and Lyle Watson. We will proceed with the projects that are on the Sunset Highway with the next schedule letting.

The projects, both on the north and southside of the TV Highway, will be held pending receipt of correspondence from the railroad to indicate their refusal to grant easements required for the turnouts on the southside.

Upon receipt of that correspondence, and after discussions with Tri-Met who were apparently involved in earlier requests, the decision will be made as to future course of action. In the meantime the project should be held in abeyance of that decision.

ebg

cc: E. S. Hunter
J. B. Boyd
James Chidsey
J. H. Versteeg
Lyle Watson

RECEIVED
OCT 28 1975
Office of
Assistant State Highway Engineer

EIVED
HWY ENGR
OCT 27 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-28-75

BY (Signature): L.W.Rulien's October 17, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 206 THRU		ITEM NOS. THRU			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	Location	Work
206	U-186(29)	0.63	60,000	46,900	SW. Katherine Lane- SW. 75th Ave. Washington County State of Oregon	Grade, drain, high type pavement

REMARKS (Division)

RECEIVED
STATE HWY ENG
OCT 31 '75
REFER TO
Rulien
FOR

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-28-75	C K Burghardt for G. L. Green, Division Administrator

** Program approval ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.890

10-28-75

1322

6322

34-1407 ~~(160)~~ 120

13

1859

OREGON STATE
HIGHWAY DIVISION

November 10, 1975 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TOM KING, General Manager
Tri-Met
Pacific Building
520 Southwest Yamhill Street
Portland, OR 97204

The Highway Division has attempted, together with Tri-Met, over the last several months to initiate a project to construct bus turnouts on the Sunset and Tualatin Valley highways.

After working with the Tri-Met staff, and initial contact with local Southern Pacific Railroad staff, the project was submitted in its completed form to the SPRR in order to obtain necessary easements.

Much to my surprise, after this lengthy process, the railroad has advised, by the attached correspondence, that they had previously considered requests for easements at the same sites. Needless to say, I feel as if the Tri-Met staff has led me down the garden path, or to put it another way, I've been used.

At this point I have placed the projects on the "shelf".

R. N. BOTHMAN
Ass't. State Highway Engineer

ebg

attachment

RECEIVED
NOV 18 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
NOV 17 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PE PR1 PR2 DE
O.S.H.D. • METRO
NOV 12 1975
CA . . . FILE I/A

cc Hunter
Vastey
Rabren

Form A-103—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name S.W. Katherine Lane-S.W. 75th Ave. (Bus Turnout) Date January 13, 1976

Highway Sunset Contract No. 8322 F. A. Project No. U-186(29)

County Washington Prefix 34-1074 Account No. 277-01

Description of Work To Be Done:

Remove and reinstall existing light standard, also remove existing 2" electrical conduit.

APPROVED EFFECTIVE DATE 1-20-76
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE [illegible] Dist. Engineer
DATE 2/2/76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Right of "L2" 3254 + 65

Estimate of Quantities and Costs:

Labor	=	$500.00
Equipment	=	500.00
Material	=	200.00
TOTAL	=	$1,200.00

Explanation: The existing light standard would be in conflict with pavement widening. Funds for this work was provided for in the original authorization. This work has not yet started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 50,667.40
Present estimate of project cost, including $ 1,200.00 for work under this order	$ 50,667.40
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: J. W. [illegible] Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or Office Engineer.
Constr. Adm.

State Printing

2103-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Date February 18 19

Project Name S.W. Katherine Lane-S.W. 75th Ave. (Bus Turnout)

Contract No. 8322 F. A. Project No. U-18

Highway Sunset

Prefix 34-1074 Account No. 276-03

County Washington

Description of Work To Be Done:

To provide permanent signing for bus turnouts, also relocate several existing signs.

2-1

BY J. Malach

TITLE

DATE 4-27-76

FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR

	Info
	Inves
	R/D
	D/R
	Sign
	Act
	File

Location by Station Numbers:

Throughout length of entire project.
Sta. 3227 to Sta. 3260

Estimate of Quantities and Costs:

Materials	$2,200.00
Equipment	200.00
Labor	700.00
TOTAL	$3,100.00

Explanation: To provide permanent signing for bus turnouts throughout the entire project. Also relocate several existing signs. This work was anticipated in the original authorization. This work has not yet started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 50,667.40

Present estimate of project cost, including $ 3,100.00 for work under this order $ 50,667.40

Expected under-run / over-run (amount) . . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J. W. Cobell Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction E / Bridge E

Approved: Assistant State Highway

State E

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Semi-final has been sent in. All State Force work complete except for one metal sign post and arm.

Anticipate submitting third notification 3/12/76. This is the last report on the project.

cc: [redacted]
FHWA
Region
File

SIGNED ______ LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8322

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SW Katherine Lane - SW 75th Ave(bus turnouts)

WEEK ENDING: 3/13/76

SECTION PREFIX: 34-1074

HIGHWAY: Sunset

COUNTY: Washington

NAME OF JOB: SW Katherine Ln-SW 75th(Bus turnouts)

KIND OF WORK: Grade/Pave

CONTRACTOR: C.C. Gredvig

CONTRACT NUMBER: 8322

FEDERAL AID PROJECT NUMBER: U-186(29)

DATE OF CONTRACT: 12/8/75

DATE WORK STARTED: 1/30/76

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 77

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 77

PROJECT AUTHORIZATION: $ 50,667.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 46,242.30

ENGINEERING AUTHORIZATION: $ 4,425.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,597.28

ENGINEERING COST TO DATE: $ 4,070.00

DATE PROJECT WAS COMPLETED: 3/4/76

ESTIMATED PERCENT: XXXXXX UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 92 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63	0.63			0.63
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.63	0.63			0.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,700	890			660
TOTAL QUANTITIES CORRECTED TO DATE	962	845			950
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	962	845			950
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Overcast	0		
MONDAY	8	Fair	0		
TUESDAY	9	Fair	0		
WEDNESDAY	10	Overcast	0		
THURSDAY	11	Partly cloudy	0		
FRIDAY	12	" "	0		
SATURDAY	13	" "	0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 15 1976
CONSTRUCTION SECTION

Richards
Glenn
Berg

BEN GIFFORD

8322 B

May 4, 1976

US Fidelity & Guaranty Co.
Portland Office
520 SW 6th Ave.
Portland, OR 97204

Gentlemen:

On May 3, 1976, we wrote to you concerning release of final payment on Contract No. 8322 awarded to Mr. C. G. Gradvig for work on SW Katherine Lane-SW 75th Avenue (Bus Turnout) Section of the Sunset Highway in Washington County.

Final payment on this contract is $1,500 and the total contract amount is $36,291.97 including $480.62 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Mr. C. G. Gradvig
670 NW Dale
Portland, OR 97229

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8322

August 20, 1976

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentleman

A post-final payment for $1,634.30 will be made to C. G. Gredvig on Contract No. 8322 for work on the S.W. Katherine Lane-S.W. 75th Avenue (Bus Turnout) Section of the Sunset Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $37,926.27 including the post-final payment. Of the total $480.62 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc C. G. Gredvig
670 N.W. Dale
Portland, OR 97229

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

S.W. KATHERINE LANE-S.W. 75TH AVE. SECTION

Nonparticipating - State Work

Repair existing pavement shoulders	All Required	$ 3,000.00

Retained in Program Status
(Not included in totals below.)

Permanent Signing (S.F.)	All Required	$ 2,500.00
Construct Concrete Pads (E.W.)	All Required	500.00
Roadside Seeding and Mulching (E.W.)	All Required	700.00
Lime-Treated Subgrade as Required (E.W.)	All Required	1,000.00

Federal Funds -	$31,437.00
State Funds -	8,769.00
Total	$40,206.00

Group 1 - 100%

Contract No. 8322

Prefix No. 34-1074

Oregon State Highway Division
Salem, Oregon, December 15, 1975

Federal-aid Project
No. U-186(29)

S.W. KATHERINE LANE-S.W. 75TH AVE. SECTION
BUS TURNOUTS, SUNSET HIGHWAY
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 3226+94 to Sta. 3232+00)(Sta. 3245+54 to 3260+32)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Temporary Signs	190 sq.ft.	7.00	1,330.00
Flagmen	360 hour	12.00	4,320.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		750.00
General Excavation	1,700 cu.yd.	3.50	5,950.00
Finishing Roadbed and Slopes	All Required		700.00
Watering	20 M-gal.	0.00	0.00
Treated Base Mixture	400 ton	18.00	7,200.00
Cement in Treated Base Mixture	22 ton	72.00	1,584.00
1" - 0 Aggregate Base	890 ton	4.10	3,649.00
Class "C" Asphalt Concrete Mixture	260 ton	18.00	4,680.00
Asphalt Cement in Mixture	17 ton	72.00	1,224.00
12-inch Culvert Pipe	56 lin.ft.	16.50	924.00
18-inch Culvert Pipe	16 lin.ft.	40.00	640.00
			$34,951.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
Temporary Erosion Control (E.W.)	All Required	100.00
Relocate Signs (E.W.)	All Required	100.00
Relocate Light Standards (E.W.)	All Required	1,200.00
		$ 1,600.00

Subtotal	$36,551.00
Engineering	3,655.00
Total	$40,206.00

Length of Project - - - - - - 0.376 Mile
Cost of Roadway Per Mile- - - $106,930.85

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

832[illegible]

STATE COPY

95

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-12	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 1-5-76	State Oregon County Washington Project No. U-186(29)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26, 1.1 Mi. W. Multnomah Co. Line, E. 0.63 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-75	0.376
OTHER *(Specify)*		

FUNDS Pro rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,206.00	$ 31,437.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 5 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 21, 1977

Federal Aid Project
No. U-186(29)

S.W. KATHERINE LANE-S.W. 75TH AVE. SECTION
BUS TURNOUTS, SUNSET HIGHWAY
WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 3226+94 to Sta. 3232+00)(Sta. 3245+54 to 3260+32)

Subtotal on previous estimate of December 15, 1975 $36,551.00

Previous Estimate

Treated Base Mixture	400 ton	18.00	7,200.00
Class "C" Asphalt Concrete Mixture	260 ton	18.00	4,680.00
Asphalt Cement in Mixture	17 ton	72.00	1,224.00
			$13,104.00

Revised Estimate

Treated Base Mixture	428 ton	18.00	$ 7,704.00
Class "C" Asphalt Concrete Mixture	520 ton	18.00	9,360.00
Asphalt Cement in Mixture	33 ton	72.00	2,376.00
E.W.O. #1 Roadside Seeding & Mulching	All Required		480.00
S.F.O. #3 Permanent Signing	All Required		3,100.00
			$23,020.00
	Increase		9,916.00
	Subtotal		$46,467.00
	Engineering		4,643.00
	TOTAL		$51,110.00

Length of Project - - - - - - - - - - - - - 0.376 mile

Cost of Roadway Per Mile- - - - - - - - - - $135,930.85

Federal Funds --------------------------	$39,962.00
State Funds ----------------------------	11,148.00
TOTAL	$51,110.00

Group 1 - 100%
Contract No. 8322
Prefix No. 34-1074

8322

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-140		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	3-24-77	Project Number U-186(29)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,206	$ 51,110
Federal funds	$ 31,437	$ 39,962
Other revisions		

This modification is made for the following reasons: To increase bid item quantities and include cost of State Force Order and Extra Work Order.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of March, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunte

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

58717

8322 SW Katherine Lane-SW 75th Ave. 1975
(Bus Turnout) Sec. of Sunset Hwy.
(Grading & paving)

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE N. Columbia Blvd. widen to four lanes DATE 3/5/75

REQUESTING AGENCY ____ CONTACT PERSON ____ PHONE 248-3591

LOCAL PRIORITY RANK 1 IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL ____

PROJECT IS: URBAN SYSTEM ____ PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT Δ

ITEM DESCRIPTION	FISCAL YEAR 19 75	19 76	19 77	19	19	19	Item Cost $
location	complete						
preliminary engr.	complete						
R/W Acquisition	complete						
Construction	200,000	400,000					
Neg. declaration							
TOTAL $	200,000	400,000					600,00
FHWA $	156,000	312,000					468,00
UMTA $							
STATE $	22,000	44,000					66,00
LOCAL $	2,2000	44,000					66,00
STATE BOND $							
$							

REQUESTOR COMMENTS: ____

CRAG PROJECT NO. ____

CRAG RANKING ____

CRAG APPROVALS:
TTAC ____
BOARD ____

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? no Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Utilities to be moved by others

2. Applicant's Estimated of Cost for Requested Project:

Roadway Work	$ 600,000
Right-of-Way Costs (If participating)	
Traffic Control	
Illumination	
Structures	
Railroad	
Other	
Preliminary Engineering	
PROJECT TOTAL	$

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Multnomah County
By
By
By

3. Permanent Signing:

Include in project or by applicant? By City of Portland

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA

1. Existing Structure:

Location none
Type

Size
To Remain in Place?

2. Proposed Structure:

Location none

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Description of Proposed Roadway Work

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 78' Maximum 80'

2. Will Additional Right-of-Way Be Needed? none Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? no cost

4. Will there be any persons displaced from their homes, farms or businesses? no If so, explain

5. Will this project affect any park or recreation facility? no If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Union Ave. & Vancouver Ave.

2. Proposed Signalization:

Location none
Type
Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

PREFIX NO: 75-8
FILE CODE: ~~75~~-120

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 3, 1975

Applicant Agency Multnomah County
Federal Aid System Route No. FAU 0944 Route Name N. Columbia Blvd.
Project Name N. Columbia Blvd. widening to 4 lanes

Project Length 3250 ' Project Location (Attached sketch map)
Project Description Reconstruct N. Columbia Blvd. to a four lane arterial with concrete curbs and turning median. The proposed width is 64 feet between curbs. The limits of the project are Borthwick Ave. on the west and Union Ave. on the east. Columbia Blvd. has been improved to four lanes west of this project to N. Portland Road and east of this project to NE 51st Ave.

Average Daily Traffic 12,000 Design Speed

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders 6' to 9'
Medians no Parking parking on shoulders
Sidewalks no
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 64 ft Travel Lanes 4 Shoulders
Medians 14 ft Parking no
Curbed yes Length Curb Radii 10', 15' & 27'
Sidewalk/Bikeway 7 ft sidewalk both sides
Other

☐ ME ☒ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER

MAR 28 1975

☐ RP ☐ TR ☐ UE ☐ FILE ☐ T/A

FOOTNOTES:

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

April 15, 1975

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: BORTHWICK AVENUE TO UNION AVE.
Section of North Columbia Blvd.
FAU 0944

TO: L. W. RULIEN
Project Management Engineer

Attached is a project request and project environmental assessment on subject section. Project involves widening from two lanes to four lanes within the existing right-of-way.

A preliminary assessment was submitted on this project by Wally Hibbard earlier this week. That assessment had several things lacking. This attachment assessment is more complete, and the preliminary assessment should be disregarded. Our recommendations are that this be considered a category three project and the documentation be a negative declaration. Please forward the environmental assessment to Gary Potter.

4/17/75
Data to Gary Potter.
Bd.

pq

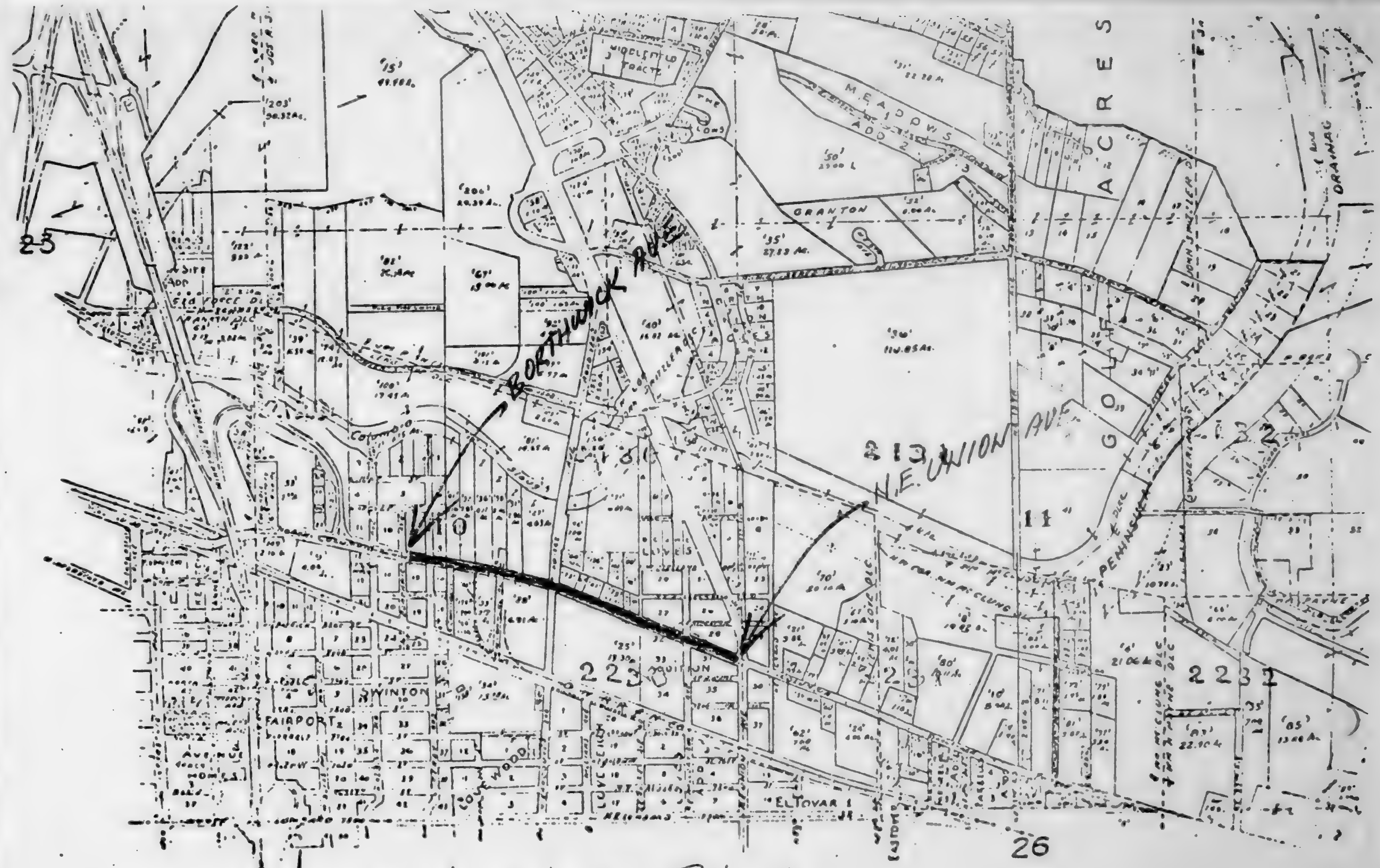
cc Gary Potter

Attachment

Unrein
H

Geo/R

PROJECT MANAGEMENT SECTION
ROUTING
ENGR.
ENGR.
TY-CITY
AL AID
APR 16 1975
CONTROL
SCHEDULE
MARKS:


BORTHWICK AVE.
N.E. UNION AVE.
MEADOWS ADD 2
ACRES
GRANTON
MIDDLEFIELD TRACT
SWINTON
FAIRPORT
EL TOVAR
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DRAINAG
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Columbia Blvd.
Borthwick to Union

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45: State Highway Division	46] DIVISION: Dept. of Transportation [60			
03	12] APPLICANT ADDRESS STREET [45: State Highway Building	46] CITY: Salem [60	76] ZIP [80: 97310		
04	12] CONTACT PERSON [45: L. W. Rulien	46] AREA CODE [48: 503	49] PHONE [55: 378	56] EXTENSION [59: 6563	
01	12] PROJECT TITLE: Borthwick Ave.-Union Ave. Sec. District 2 [71				
11	12] PROJECT LOCATION CITY [45: N.E. Columbia Blvd. Portland	46] PROJECT LOCATION COUNTY [79: Multnomah			

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 12] This project is to widen N. Columbia Blvd. from a two-lane facility to a four-lane [71

06 12] roadway with left-turn median. The reconstruction, approx. 0.60 mile in length, [71

07 12] will provide 64 feet between curbs consisting of two 14-foot curbed lanes, two [71

08 12] 11-foot inside lanes, a 14-foot median and a sidewalk on both sides. [71

09 12] [71

10 12] [71

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	468,000	-	66,000	66,000	-	600,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July | 43] DAY [44: 11 | 45] YEAR [46: 1975

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 10, 1975

TO
Executive Department
Federal Aid Coordination Unit

Columbia Region Assn. of
Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM
D. V. Howell
for George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for Federal-aid Funds
State Admin. Dist. No. 2
Borthwick Ave.-Union Ave. Sec.
N.E. Columbia Blvd.
Multnomah County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 11, 1975.

BLG:bb
Attachment

cc:
- G. L. Green, FHWA
- ✓F. B. Klaboe
- V. D. Wolfe
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- Aeronautics Division
- G. N. Hopkins, County-City
- B. L. Gifford
- D. E. Swan
- E. L. Hardt
- M. J. Klotz
- W. D. Albright
- R. E. Etherington, CRAG

Form 81-734-3122

8321

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 12, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon M-0944(-)
Borthwick-Union Avenue Section
N. Columbia Blvd.
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The project assessment for this project has been reviewed. The project was reviewed in the field on March 7, 1975 by our Area Engineer and your Metro Engineer.

This will confirm prior agreement as to project classification and type of environmental document required. I concur in the non-major classification as requested by Mr. Rulien's letter dated June 6, 1975.

William [illegible]
for G. L. Green

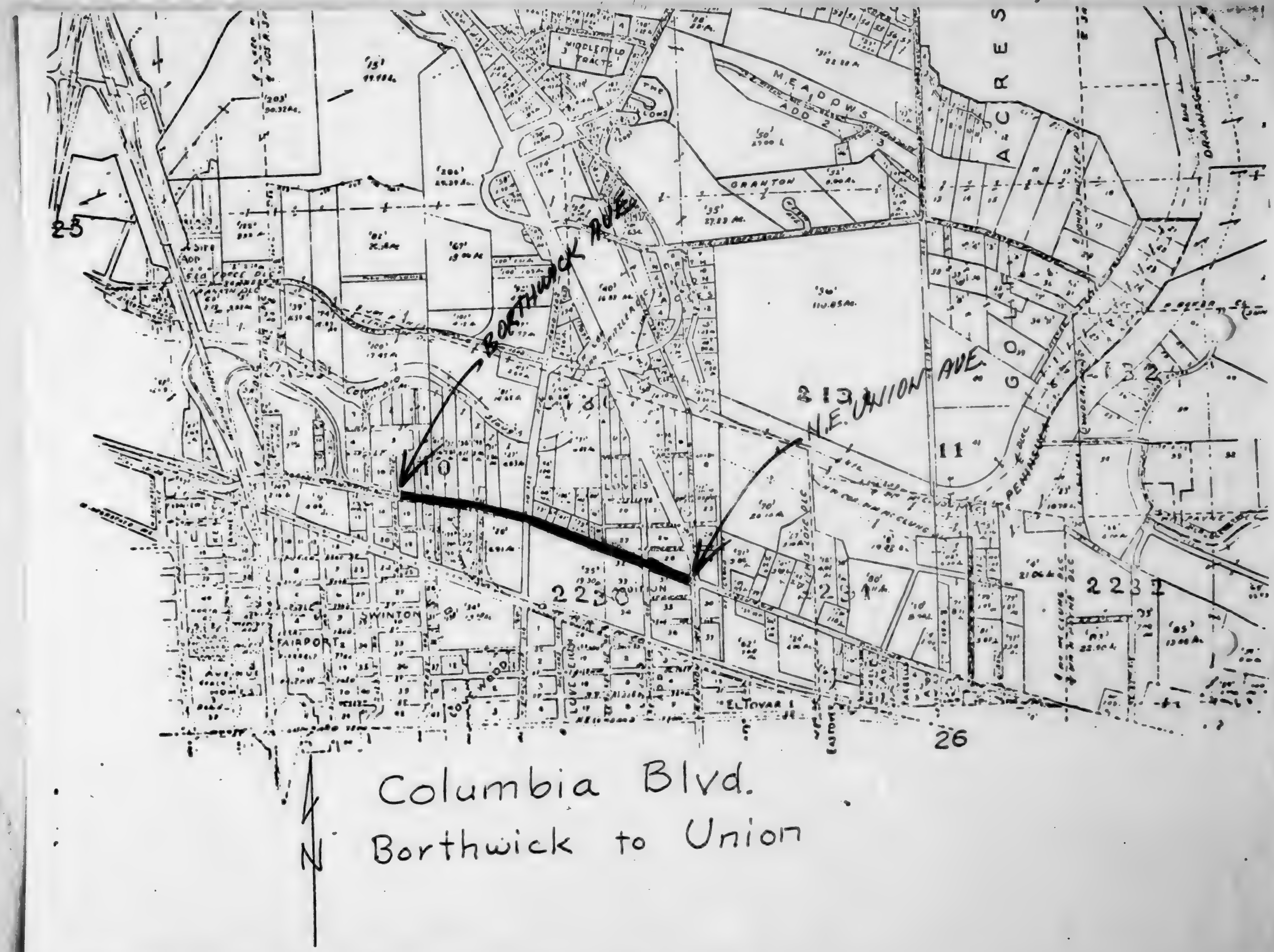
cc:
OSHD (G Potter)
OSHD (C Laux)

RECEIVED
STATE HWY ENGR
JUN 16 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

6-17-75
ORIGINAL TO
L.W. Rulien
to handle.

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


BORTHWICK AVE.
N.E. UNION AVE.
MEADOWS ADD 2
GRANTON
MIDDLEFIELD TRACTS
G O L F
A C R E S
DRAINAGE
PENINSULA
SWINTON
AIRPORT
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Columbia Blvd.
Borthwick to Union

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   Enhanced efficiency of traffic flow will tend to reduce emissions.

   b. Noise Standards

   Traffic will be moved closer to receptors. It is not anticipated that this will have a significant adverse impact since the improved road surface and freer flowing traffic will tend to compensate for the encroachment by the noise source.

   c. Water Quality Standards

   Little or no effect is expected.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

A possible added attractant for new industries which may consider locating in the project area.

Consequences:

A correlating increase in traffic volume and levels of noise and air pllution with industrial expansion.

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Traffic will be moved nearer to receptors.

Consequences:

Corresponding increases in noise levels for receptors immediately adjacent to Columbia Blvd.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project area is entirely zoned M1 for heavy manufacturing. Current land use consists of auto salvaging, a tavern, a grocery, five belong standard residential unit, a heavy equipment co., warehousing, packing plants, a truck rental and leasing co., six acres of vacant land for sale, a tire co., and a large nabisco baking plant. Aesthetically, the project site is unappealing with the possible exception of nabisco's well maintained landscaping which will not be affected by the project. Noise levels are typical of the heavy truck traffic passing through, or serving the industries within the project area. Air quality is also characteristic of the current traffic levels with existing industrial emissions being an additional factor. Gravel access roads plus dirt and gravel shoulders are a source of dust during dry periods.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Right-of-way has already been acquired.

Consequences:
Two commercial buildings and one home will receive slight modifications to corners and/or fronts since they do complict with the proposed ROW line. However, the buildings are not expected to be functionally impaired. Also, it will be necessary to set back some utility poles from thier present positions.

2. Estimated Changes in Traffic Patterns:
The porject will have a positive effect on the attractiveness of N. Columbia Blvd. for potential users.

Consequences:
Traffic volumes are not anticipated to be significantly affected by this proposal since the 2 lanes of this section extend for such a relatively short distance and under certain circumstances the existing shoulders have been used for passing on the right.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization_______________

☐ Reconnaissance_______________

☐ Field Location_______________

☐ Office Location_______________

☐ Field Prel. Design_______________

☐ Office Prel. Design_______________

☐ Final Design_______________

☐ Contract Plans_______________

FHWA

Status — Date

☐ Systems Planning_______________

☐ Prel. Engineering_______________

☐ Corridor Approval_______________

☐ Design Approval_______________

☐ Plans, Specifications and Estimates Approval_______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project site is located on the periphery of the Columbia Rive flood plain. Topography is relatively flat with elevations ranging from 40' to 50' above mean sea level. Alignment is straight. The site is drained by the Columbia Slough, a secondary waterway on the Columbia River flood plain. No structural drainage facilities currently eixst along the subject portion of N. Columbia Blvd. A silty loam represents the predominant soil type and is a part of the sauvie soil association. Existing flora consists of vacant lot overgrowth, containing blackberry thickets and scattered trees, and varying degrees of landscaping fronting industrial and commercial properties. Nabisco Inc. has extensive lawn space with patches of ornimental shrubbery abutting the project.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No Build: The existing road is badly in need of reconstruction, without it the road will require an excessive amount of maintenance.

Lesser Size: A two-lane road with a median would have less capacity than the four lane sections on both ends. It would be a bottleneck for through traffic using Columbia Blvd.

Six Lanes: A wider road would require additional right-of-way and disturb existing businesses on either side. It would have a greater capacity than the four lane sections on either end and would not be necessary.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Columbia Blvd. is an arterial route on the County and City of Portland Comprehensive Plans. A Resolution was passed

(continued on page 3a)

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ____ Tentative Date(s) ____

A-95 Review: ☐ Not Required ☐ Required

Date Submitted ____ Date Received ____

Expected Coordination with Local, State and Federal Agencies City of Portland

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation ____ by Multnomah County May 8, 1969, establishing Columbia Blvd. for widening. A copy was sent to property owners May 16, 1969. The order setting date for hearing on petitions for damages was on Oct. 24, 1969. Columbia Blvd. was taken over by Multnomah County from the City of Portland between N.E. 42nd Avenue and N. Albina Avenue in 1967, so that it could be widened and improved. A total 42,621 square feet of additional right-of-way necessary for this widening project was obtained in 1969 and 1970. This acquisition affected the front portions of two commercial buildings and one residential unit. Reconstruction of these buildings are planned.

Description of Project (cont.,

Right-of-Way (acreage and type of land use) Existing right-of-way 78 feet (includes additional 52,621 sq. feet of right-of-way acquired in 1969 to 1970).

Typical Section 64 feet between curbs consisting of two 14-foot curb lanes, two 11-foot inside lanes, a 14-foot median and a sidewalk on both sides.

Bikeway

Structures NONE

Additional Facilities NONE

Access Control NONE

Materials Concrete curbs, asphalt paving.

Borrow and Waste Disposal The roadway will be excavated to allow for placement of base material and paving to a depth of 26 inches. Base material will be acquired from existing pits in the area. Waste material will be disposed of at a nearby site chosen by Contractor.

Special Construction Methods

Characteristics (ADT) About 12,000 vpd.

Other General Information (or Supplemental information to items)

Columbia Blvd. is presently four lane from Borthwick Ave. to Portland Road to the west, and from Union Ave. to 52nd Ave. to the east. This project will connect the existing four-lane sections together.

Project Sketch Map is Attached: ☒ Yes ☐ No

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 30, 1975

A. PROJECT IDENTIFICATION

Name of Project N. Columbia Blvd. from Borthwick to Union Ave. (Section) M-0944 (-)

Location of Project - N. Columbia Blvd. (Highway Name) (Highway No., US - ORE)

(City) Multnomah (County) (Region)

Program FAU (Funding) 600,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen N. Columbia Blvd. from a two-lane substandard road badly in need of maintenance to a four-lane road with left turn median. The median will provide for safer left turns onto properties abutting both sides of the roadway and onto the intersecting streets.

Origin and History: Columbia Blvd. was designated FAS Route #940 in 1966. Additional right-of-way to widen the road to four lanes was purchased in 1969 and 1970. The road widening to the west of this project was completed in 1973. The section to the east was widened in 1974. Columbia Blvd. was recently designated as FAU Route #0944.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3250 feet

Termini Borthwick Ave. to Union Ave.

Alignment (new or existing) Existing

3

NON-MAJOR

8 3

FORM 81-734-3030

FILE: ~~PRO 4-3~~

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 19, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
N. Columbia Blvd. from
Borthwick to Union Avenue
N. Columbia Blvd. Hwy.
Multnomah County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

APPROVED
ESH
E. S. Hunter
Date 6-23-75

6-24-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
JUN 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9321 13

July 16, 1975

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Nancy Gilliam
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5383

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the North Borthwick Avenue-N. E. Union Avenue Section of N. Columbia Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

. UNION AVE. SECTION

NO. M-0944(2)

roadway with 12-foot shoulders.

roadway with 4-11 foot lanes, 14 foot
t shy distance to curbs.

oject consists of the following:

ry engineering.
pavement for 64-foot curbed roadway
h side for 4-11 foot lanes, 14-
nd 3-foot shy distance to curbs.

minary engineering and construction
lished by Multnomah County forces
g by State forces.

s, Water Developments, Historical
olved. Interim Urban System ap-

quired.

ot required under Oregon Action Plan
(Category 3 project).
ot a factor in the development of this
project.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval submitted previously.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA June 12, 1975.

Data for PR-37:

Preliminary Engineering	- - - Field Work - - -	$ 17,000
	P.S. & E. Preparation-	6,000
	TOTAL	$ 23,000

NOTE: This project is in Congressional District No. 3.

BORTHWICK AVE.-N.E. UNION AVE. SECTION

PROJECT NO. M-0944(2)

Existing Facility: 22-foot A.C. roadway with 12-foot shoulders.

Adjacent Sections:

W. End - - - 64-foot curbed roadway with 4-11 foot lanes, 14 foot median and 3-foot shy distance to curbs.
E. End - - - 56-foot roadway.

Project Data: Work under this project consists of the following:

(1) All phases of Preliminary engineering.
(2) Grade, drain, hightype pavement for 64-foot curbed roadway with 7-foot sidewalks each side for 4-11 foot lanes, 14-foot left turn median and 3-foot shy distance to curbs.

Note: Portions of the preliminary engineering and construction engineering will be accomplished by Multnomah County forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None Involved. Interim Urban System approved by FHWA March 3, 1975.

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and
house A-95 review letters of approval submitted pr

FHPM 7-7-2 Requirements: Nonmajor action project
FHWA June 12, 1975.

Data for PR-37:

Preliminary Engineering - - - Field Work
P.S. & E. Prepara

TOTAL

NOTE: This project is in Congressional District

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-31-75

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Borthwick Ave. to Union Ave.		12,000	28,200	95	10	Oregon	41	W36	45

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
								M-	0944	(2)	

System	COUNTY NAME	Multnomah		CODE 051	PROGRAM STAGE	☐ 1 OR XX 2
and	ROUTE NO. U	FEDERAL-AID 0944	STATE City St.	U.S. - - -		

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., Borthwick Ave. to Union Ave. on N. Columbia Blvd.	0.6	23,000	17,900	2,550	2,550 (Co.)	P.E. all phases; Gr., Dr., H.T. pave 64' curbed roadway with 7' sidewalk each side
							Utility adjustments Req. incl. prep. work
	"Borthwick Ave." - N.E. Union Ave. Sec."	0.6	600,000	469,100	65,450	65,450 (Co.)	ROW-78" min.; Access Control- partial; Parking Restrictions- complete.
	PROJECT TOTALS	0.6	623,000	487,000	68,000	68,000 (Co.)	

TES

REMARKS

-OVER-

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. . .

FORM PR-1
(REV. 4-61)

7-31-75

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Borthwick Ave. to Union Ave. 21 65	ADT	PRESENT 12,000	FUTURE 28,200 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 0944 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah				
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 0944	(32)	STATE City St. (36)	U.S. (37) - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., Borthwick Ave. to Union Ave. on N. Columbia Blvd.	0.6	23,000	17,900	2,550	2,550 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201		"Borthwick Ave. - N.E. Union Ave. Sec."	0.6	600,000	469,100	65,450	65,450 (Co.)
							PROJECT TOTALS	0.6	623,000 (15) (23)	487,000 (24) (32)	68,000	68,000 (Co.)

CARD 1	CODE 1	PREPARED BY	REMARKS
1	14	PROGRAM APPROVAL DATES	

~~PRO 6-2~~

July 31, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0944(2)

We are submitting program data for one project Item No. 45, Project No. M-0944(2), "Borthwick Ave.-N.E. Union Ave. Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering by Multnomah County and State forces necessary to obtain P.S. & E. approval at an estimated cost of $23,000 with federal funds of $17,900.

Enclosure
GL:bz

If you have any questions on these two projects, please contact Ken Limbocker, Max Klotz, or me at 238-8226.

R. N. BOTHMAN
Assistant State Highway Engineer

ebg

cc: L. W. Rulien
J. H. Versteeg
George Palmer
E. L. Hardt

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P M ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

AUG - 8 1975

FAUS
[illegible] Co

1859

OREGON STATE
HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

August 7, 1975

OLIVER J. DOMREIS, Director
Multnomah County Division of
Public Works
2115 Southeast Morrison
Portland, OR 97214

Multnomah County is currently accomplishing preliminary engineering on two urban systems projects, Columbia Boulevard between **Union and Borthwick**, and the Hawthorne Bridge.

County representatives presented the initial Columbia Boulevard preliminary engineering plans to highway division design staff in Salem in May. At that time the staff advised the additional needs so they could proceed with final design. No reply has been made.

The design section of the highway division will need about six weeks to write the final specifications, advertise, and provide the legal three-week notice prior to contracting.

In order that the county proceed expeditiously with this project which has been programmed, funded, etc., I suggest the preliminary engineering be completed at an early date and submitted to Ken Limbocker, Metro Design Engineer. He can assist with specific needs required by the division in order to prepare projects for contract. The least amount of confusion and best way to expedite these projects being accomplished jointly by city and county is by working through the Metropolitan Section where we can provide day to day communication on projects.

The highway division currently has the Hawthorne Bridge project scheduled for contract September 25. That date will require the preliminary data to be into final design by August 20. Discussions with Mr. Wheatley indicate the county will not meet that date. I would appreciate knowing the anticipated date for completion of the preliminary engineering in order that the project can be rescheduled.

A similar date for the anticipated completion of the preliminary engineering on the Columbia Boulevard project would facilitate the scheduling of that project for construction.

RECEIVED
COUNTY & CITY SECTION
AUG 8 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

VE.-N.E. UNION AVE. SECTION

OJECT NO. M-0944(2)

A.C. roadway with 12-foot shoulders.

rbed roadway with 4-11 foot lanes, 14 foot
d 3-foot shy distance to curbs.
oadway.

his project consists of the following:

liminary engineering.
htype pavement for 64-foot curbed roadway
lks each side for 4-11 foot lanes, 14-
dian and 3-foot shy distance to curbs.

preliminary engineering and construction
accomplished by Multnomah County forces
racting by State forces.

ilroads, Water Developments, Historical
ne Involved. Interim Urban System ap-
5.

one required.

- - Not required under Oregon Action Plan
(Category 3 project).
- - Not a factor in the development of this
project.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval submitted previously.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA June 12, 1975.

Data for PR-37:

Preliminary Engineering - - -	Field Work - - -	$ 17,000
	P.S. & E. Preparation-	6,000
	TOTAL	$ 23,000

NOTE: This project is in Congressional District No. 3.

BORTHWICK AVE.-N.E. UNION AVE. SECTION

PROJECT NO. M-0944(2)

Existing Facility: 22-foot A.C. roadway with 12-foot shoulders.

Adjacent Sections:

W. End - - - 64-foot curbed roadway with 4-11 foot lanes, 14 foot median and 3-foot shy distance to curbs.
E. End - - - 56-foot roadway.

Project Data: Work under this project consists of the following:

(1) All phases of Preliminary engineering.
(2) Grade, drain, hightype pavement for 64-foot curbed roadway with 7-foot sidewalks each side for 4-11 foot lanes, 14-foot left turn median and 3-foot shy distance to curbs.

Note: Portions of the preliminary engineering and construction engineering will be accomplished by Multnomah County forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None Involved. Interim Urban System approved by FHWA March 3, 1975.

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - Not required under Oregon Action Plan (Category 3 project).
(b) Location/Design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: State Clearinghouse and Dis
house A-95 review letters of approval submitted previ

FHPM 7-7-2 Requirements: Nonmajor action project con
FHWA June 12, 1975.

Data for PR-37:

Preliminary Engineering - - - Field Work -
P.S. & E. Preparati

TOTAL

NOTE: This project is in Congressional District No.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

7-31-75

riter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Ave. to Union Ave.		12,000	28,200	95	10	Oregon	41	W36	45

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
							M-	0944	(2)		

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO.: U
FEDERAL-AID: 0944
STATE: City St.
U.S.: - - -

PROGRAM STAGE: ☐ 1 OR XX 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		ESTIMATED PROJECT COST BY PHASES				
. Rd., Borthwick Ave. Union Ave. on N. lumbia Blvd.	0.6	23,000	17,900	2,550	2,550 (Co.)	P.E. all phases; Gr., Dr., H.T. pave 64' curbed roadway with 7' sidewalk each side
						Utility adjustments Req. incl. prep. work
orthwick Ave. - .E. Union Ave. Sec."	0.6	600,000	469,100	65,450	65,450 (Co.)	ROW-78" min.; Access Control-partial; Parking Restrictions-complete.
PROJECT TOTALS	0.6	623,000	487,000	68,000	68,000 (Co.)	

REMARKS

-OVER-

Budget Bureau No. 41-R2067; App

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

7-31-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	Co. Rd., Borthwick Ave. to Union Ave.		12,000	28,200	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	P.E., Gr., Dr., H.T. Pave.								M-	0944

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Urban System	Multnomah	051

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	U	0944	City St.	- - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd., Borthwick Ave. to Union Ave. on N. Columbia Blvd.	0.6	23,000	17,900	2,550	2,550 (Co.)
5					ROW							
5					CONST (CODE) 6201		"Borthwick Ave." - N.E. Union Ave. Sec."	0.6	600,000	469,100	65,450	65,450 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.6	623,000	487,000	68,000	68,000 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

AUG 12 1975

FHWA OREGON DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-12-75

BY (Signature): L. W. Rulien's July 31, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

ITEM NOS. 45 THRU ______

ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
45	M-0944(2)	0.6	623,000	487,000	Borthwick Avenue - N.E. Union Ave. Multnomah County State of Oregon	Preliminary Engineering Grade, Drain and High type pavement including utility preparatory work.

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-12-75	C R Burghardt for G.L.Green, Division Engineer

** * Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-0944(2)

STATE PROJECT NO.
Borthwick Avenue - N. E. Union Ave. Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-45

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
August 12, 1975

FEDERAL ROUTE NUMBER
FAU 0944

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
County Road - Borthwick Ave. to Union Ave. on North Columbia Blvd.

GENERAL DESCRIPTION OF WORK:
Urban System - Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
All phases of preliminary engineering necessary to obtain PS&E approval including utility preparatory work.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of August 12, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's July 31, 1975 letter you are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval including utility preparatory work at a total estimated cost of $23,000.00 - federal funds $17,900.00.

RECEIVED
COUNTY & CITY SECTION
AUG 13 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☑ RE ☐ RPE ☐

DATE
8-12-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt for

TITLE
Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Salem, Oregon

August 14, 1975

Mr. R. N. Bothman
Assistant State Highway Engineer
Metro Office

Attention: Mr. Ken Limbocker
Metro Design Engineer

George N. Hopkins
Project Development Engineer

FAUS Project
Columbia Boulevard
Borthwick to Union Avenue

Enclosed find the preliminary engineering data on the subject project in accordance with our telephone conversation today.

The Final Design Section in Salem advises that they have not received the additional information requested from Mr. Pete Cummings and Al Givens of Multnomah County when these enclosed plans were brought in early this past May.

Hopefully you can work directly with Mr. Cummings in order to expedite the county's preliminary engineering effort.

GNH:scr

Enclosure

cc: Frank Terpin
Pete Cummings

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

N.E. Union Ave. - N. Dartwick Ave. Section

Cost Estimate

Item No.	Item	Unit	Quantity		
	Adjusting Manholes:	Each	18 17	200.00	3600.00
	Reconstructing Manholes	Each	12 13	600.00	7200.00
	Tree Planters	Each	70	100.00	7000.00
	Setting Mailbox Posts	Each	20	50.00	1000.00
					119,070

N.E. Union Ave - N. R hwick Ave. Section

10/15/75
CEL

Cost Estimate

Item No.	Item	Unit	Quantity		
1	Mobilization	Lump Sum	All Spec		53000^{00}
2	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		1500
3	Temporary Signs	Sq. Ft.	280	9^{50}	2660^{00}
4	Flagmen	Hour	1000	14^{50}	14500^{00}
	ROADWORK				
5	Clearing and Grubbing	Lump Sum	All Spec.		5000^{00}
6	Removal of Structures and Obstructions	Lump Sum	All Spec.		10000^{00}
7	General Excavation	Cu. Yd.	19,290	[illegible]	96450^{00}
8	Sand Fill	Cu. Yd.	500	6^{00}	3000^{00}
9	Trench Excavation	Cu. Yd.	2,940	10^{00}	29400^{00}
10	Finishing Roadbed and Slopes	Lump Sum	All Spec		5100^{00}
	Watering	M-Gal.	215 ~~25~~	10^{00}	2150^{00}
	Bituminous Base Mixture	Ton	10,500	12^{50}	131250^{00}
	Asphalt in Bituminous Base Mixture	Ton	580	85^{00}	49300^{00}
	¾" ~~Coarse~~ Aggregate Base	Ton	12,700 ~~13,350~~	5^{00}	63500^{00}
	¾"-0 Aggregate Base	Ton	100	6^{00}	600^{00}
	Class "B" or Class "C" Asphalt Concrete Mixture	Ton	5,600	14^{00}	78400^{00}
	Asphalt Cement in Mixture	Ton	365	85^{00}	31025^{00}
	Asphalt in Tack Coat	Ton	6	150^{00}	900^{00}
	Special Dust Oil	Ton	20	95^{00}	1900^{00}
	Concrete in Stairways + Landings	Cu. Yd.	7	200^{00}	1400^{00}
	Miscellaneous Concrete	Cu. Yd.	15	175^{00}	2625^{00}
	8-inch Sewer Pipe	Lin. Ft.	920	8^{00}	7360^{00}
	12-inch Sewer Pipe	Lin. Ft.	2,085	10^{00}	20850^{00}
	15-inch Sewer Pipe	Lin. Ft.	500	12^{00}	6000^{00}
	Concrete Manholes	Each	8	800^{00}	6400^{00}
	Concrete Inlets, Type GB-1	Each	27	400^{00}	10800^{00}
	Setting Monument Boxes	Each	6	75^{00}	450^{00}
	4-inch Concrete Walks and Driveways	Sq. Yd.	3,150	10^{50}	33075^{00}
	6-inch Concrete Driveways	Sq. Yd.	900	12^{00}	10800^{00}
	Concrete Curbs	Lin. Ft.	6,250	3^{50}	21875^{00}

F.AU Mult.

Section N.E. Union Ave - N. Borthwick Ave. Programming Estimate $

Highway FAU 0944 (NE & N. Columbia Blvd.) Project Length 0.62 miles

County Multnomah Completion Time 240 Calendar W/day

Kind of Work Grading and Paving 11-1-76

Prefix 226-1956 FA Project No. M-0944(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 719,070
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Stage Construction Striping	400	
Temporary Erosion Control	500	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		$ 7200
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees (1)	800	
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
Concrete Block Retaining Wall	2,500	
Misc. Permit Fees		
Revise Sprinkler System & Landscaping	2,000	
Relocate Oil Tanks	800	
		$ 726,270
Contingencies (4-1/2%)		32,682.15
Engineering (9 %)		65,364.30
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 824,316.45

RECEIVED
COUNTY & CITY SECTION
OCT 15 1975
☐ ENGR. ☐ OBOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0944(2)

Project Name N. Borthwick Ave.-N.E. Union Ave. Section

Columbia Blvd. FAU 0944

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing. ***

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

***All right of way for this project was secured before the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Signed at Portland, Oregon,
this 30th day of October, 1975.

County of Multnomah

Donald E. Clark
~~County Judge~~/Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:

GEORGE M. JOSEPH
County County

By George M. Joseph
~~Deputy~~ County Counsel

RECEIVED
COUNTY & CITY SECTION
DEC 8 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

R/W File No.

6/23/75

4. Idaho Ave Interchge (Ontario)
   Old Oregon Trail Highway, Malheur County
   Roadside improvement

   Same as No. 3

5. Benson State Park
   Multnomah County
   Restroom (type 8)

   Same as No. 3

6. Hawthorne Bridge
   FAUS 0970, Multnomah County
   Bridge control equipment improvement

   Same as No. 3

7. Borthwick Ave-NE Union Ave
   N. Columbia Blvd, Multnomah County (North Portland)
   Grade, pave

   64-foot curbed street with 7-foot sidewalks provided

8. SW Katherine Ln-SW 75th Avenue
   Sunset Highway, Washington County
   Grade, pave

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Grading and paving is incidental to bus turnout (3) construction

RPS:mc

cc C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Jack Graham
Gary Sund

8321 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 7, 1975

FROM: F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 20 Bid Letting

TO:

FILE

Bids will be opened November 20 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Powder River Bridge Section
   FAS 01-106, Baker County
   Structure with incidental grading

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

   32-foot roadway on structure

2. Crater Lake Hwy @ Biddle Rd (Medford)
   Crater Lake Highway, Jackson County
   Grade, pave, signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

   Grading and paving incidental to signal installation

3. Springfield
   Various city streets, Lane County
   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

LENGTH OF PROJECT — 0.63 MI.

E. UNION AVE. TO N. BORTHWICK AVE.
SECTION
FAU 0944 (N.E. & N. COLUMBIA BLVD.)
MULTNOMAH COUNTY

10 OREGON M-0944(2)	SHEET No. 1 TOTAL SHEETS

OREGON

DIVISION

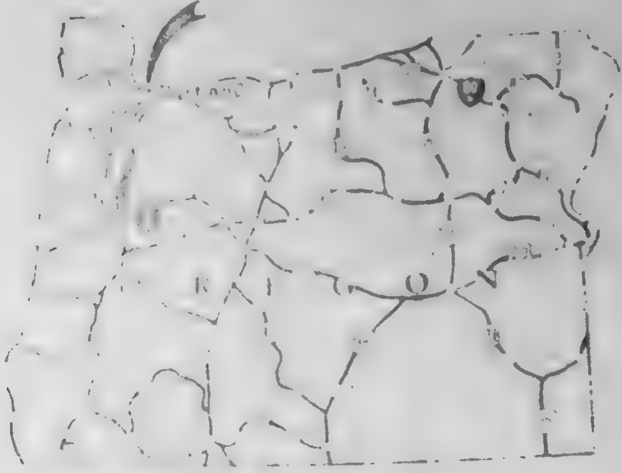
OSED PROJECT

ING

HWICK AVE. SECTION

A BLVD.)

NTY



STA. 270+93.35 BEGINNING OF PROJECT M-0944(2)
COLUMBIA
BLVD.
UNION

APPROVED 14 Nov 1975
AS NOTED
MULTNOMAH COUNTY
DIVISION OF PUBLIC WORKS
OLIVER J. DOMREIS
DIRECTOR

BY

RECEIVED
COUNTY & CITY SECTION
NOV 21 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

4304
Kenneth H. Wheatley
MAY 2, 1958
KENNETH H. WHEATLEY

FRED B. KLABOE

E. S. HUNTER

Fred B Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

[illegible] DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

OSHD R/W
Bd Orders

MULTNOMAH COUNTY OREGON

134

OFFICE OF THE CHAIRMAN
BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

October 30, 1975

Mr. Ken Gervais, Director ✓
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon
Attn: Mr. Oliver Domreis,
County Engineer

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held October 30, 1975, the following action was taken:

Certification to Oregon State Highway Division)
regarding right-of-way completion for NE Union)
Avenue Borthwick Ave Section of Columbia Blvd,)
FAU 0944, submitted to Board by Director of)
Environmental Services with recommendation that)
same be approved

Upon motion of Commissioner Mosee, duly seconded by Commissioner Buchanan, it is unanimously

ORDERED that said recommendation be adopted as the Order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Nancy W Gilliam
Clerk of Board

lv

xc: Oliver Domreis

Big to bjd to send to OSHD - Mr Rose
11/4/75

RECEIVED
COUNTY & CITY SECTION
NOV 21 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0944(2)

Project Name N. Borthwick Ave.-N.E. Union Ave. Section
Columbia Blvd. FAU 0944

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing. ***

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

***All right of way for this project was secured before the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Signed at Portland, Oregon,

this 30th day of October, 1975.

County of Multnomah

APPROVED AS TO FORM:

GEORGE M. JOSEPH
County County

By George M. Joseph
~~Deputy~~ County Counsel

Donald E. Clark ms
County Judge/Chairman

Commissioner

Commissioner

R/W File No.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

November 20, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: BORTHWICK AVENUE - UNION AVENUE SECTION
Columbia Blvd. FAUS Project
Multnomah County

Here is the right of way affidavit and a copy of the preliminary plans for the Columbia Blvd. (Borthwick Avenue - Union Avenue Section) project, signed and returned by Multnomah County.

I am told by the Director of Public Works that all right of way for this project was purchased several years ago, prior to enactment of Public Law 91-646. There was no displacement or relocation, although one retail business did close some time after acquisition, claiming that the partial taking made continued operation impossible.

If anything further is needed on this, please advise.

JR/lms
Attachment
cc: Lou Grothaus

Unrein

RECEIVED
COUNTY & CITY SECTION
[illegible] 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

11-24-75
copies to:
John Oates
Buz Swan

bc: L. W. Rulien
Metro
Region 1 (Attach a copy of the notification of advance deposit to County's check and forward to Finance)

November 21, 1975

Oliver J. Domreis
Director of Public Works
2115 SE Morrison
Portland, OR 97214

Dear Mr. Domreis:

On November 20, 1975 the Highway Division opened bids on the Union Avenue-Borthwick Avenue Urban System Project M-0944(2). Seven bids were received and the low bid was submitted by Columbia West Materials and Constructors of Longview Washington.

The anticipated construction cost based on their bid is as follows:

Contractor's bid	$516,220.25
Anticipated additional items	7,200.00
	$523,420.25
Contingencies (4-1/2%)	23,553.91
Engineering (9%)	47,107.82
	$594,081.98
County's advance deposit 11% of $594,081.98	$65,350.00

Please make your check in the amount of $65,350 payable to the Oregon State Highway Division and forward it to the Region 1 Engineer, 9200 SE McLoughlin Blvd., Milwaukie 97222.

Very truly yours,

GEZ
for Richard Unrein
Urban Engineer
County-City Unit

GEZ:dp

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ■ CE ■ RE ☐ RFE ☐

8321

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Contract #8321

Project Name N. E. Union Ave. - N. Borthwick Ave. Sec Date December 22, 1975

Highway N. & N. E. Columbia Blvd. Contract No. 8321 F. A. Project No. M-~~0994 (3)~~ -0944(2

County Multnomah Prefix 326-1059 Account No.

Description of Work To Be Done:

Stage construction - Striping - Work to be done by Multnomah County Striping Crew.

APPROVED EFFECTIVE DATE 2-13-76
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE
DATE 2-24-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: 270 + 93 to 303 +44

Estimate of Quantities and Costs: Labor, equipment and material - $400.00

Explanation:

Anticipated Item

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$594,081.98
Present estimate of project cost, including $400.00 for work under this order	$594,081.98
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.
Constr. Engr.

State Printing

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Contract #8321

December 22, 1975

Project Name N. E. Union Ave. - N. Borthwick Ave. Sec.

M-0994(2)

Highway N. & [illegible]

County Multnomah

Prefix [illegible] Account No.

Description of Work To Be Done:

Permanent Pavement Striping - Work to be done by Multnomah County Striping Crew.

APPROVED EFFECTIVE DATE 2-13-76
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Engineer
DATE 2-24-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: 270 + 93 to 303 + 44

Estimate of Quantities and Costs: Labor, equipment and Material = $200.00

Explanation:

Anticipated Item

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $594,081.98

Present estimate of project cost, including $200.00 for work under this order $594,081.98

Expected under-run over-run (amount) . . . . . . $ 0

Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer/Assistant State Highway Engineer or Office Engineer.

State Printing

fans

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Multnomah County
2115 SE Morrison
Portland, OR 97214

Attention of Mr. Oliver J. Domreis
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc 1544

Date January 20, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Urban System Project M-0944(2)
NE Union Avenue-N. Borthwick Avenue Section
Columbia Boulevard, FAU 0944
Multnomah County

Itemized Statement: CLR-DT FILE M-0944-2 Advance Deposit $65,350

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for subject project		
		Contract No. 8321		
		Amount to be transferred		$60,000
		To be retained		$ 5,350

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 326-1059-299

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 65,350

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests $

Approved:
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☒ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No activity
MONDAY 21	Grading on north side from Sta 299+00 to 301+00. Excavated intersection of Kerby Ave. to the north. Placed base rock in intersection of Kerby Ave. (7 loads). Placed 1 load in intersection of Mallory to the north (1 load). Adjusted and reconstructed manholes in excavated areas.
TUESDAY 22	Grading on north side from Sta 301+00 to 303+00. Adjusted manholes at 295+40, 298+08, 299+19. Laid pipe for inlets at 289+75, 293+80 and 298+08 (Total 70 lin. ft.) Placed 68.5 tons of rock in intersection of Mallory Ave.
WEDNESDAY 23	Finished rough grading on north side. Fine graded from Sta 271+70 to 288+50. This section ready for rock. Placed base rock in intersection of Borthwick (53.9 tons). Adjusted manholes at 288+56, 34.5' Rt. and 300+85 12' Rt. Laid 28' 8" pipe for inlet (Sta 300+53)
THURSDAY 24	Placed 5" lift of base rock on north side from Station 271+00 to 289+00. Bladed and rolled it (917.35 tons). Widened intersection for better turning at Vancouver Avenue.
FRIDAY 25	Grading on north side Sta. 288+00 to 291+00 to widen intersection of Vancouver Avenue. Clearing on south side from Sta. 289+00 to 291+00. Placed 389 tons of base rock on north side from Sta. 271+00 to 289+00. Smoothed out driveways and intersections for weekend.
SATURDAY 26	No Activity.

REMARKS

SUMMARY: Drainage: Adjusted 5 manholes, rebuilt 3 manholes, laid 98' of 8" pipe.
Grading: Finished grading the north side of the project.
Base Rock: Placed 5" lift of base rock no north side from Union Ave. to Vancouver Ave.

ANTICIPATED NEXT WEEK: Finish subgrade on north side from Vancouver to Borthwick. Place lift of rock on north side from Vancouver to Borthwick. Start curbs on north side. Work on Nabisco sprinkler system.

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

832 13

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. E. Union Avenue N. Borthwick Avenue		WEEK ENDING: 6-26-76 SECTION PREFIX: 326-1059
HIGHWAY: N. E. Columbia Blvd.		COUNTY: Multnomah
NAME OF JOB: N. & N. E. Columbia Blvd.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Columbia West Materials & Constructors, Inc.	CONTRACT NUMBER: 8321	FEDERAL AID PROJECT NUMBER: M-0994 (2)
DATE OF CONTRACT: December 8, 1975	DATE WORK STARTED: 3-30-76	ESTIMATED COMPLETION DATE: November 1, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN. 7 SUPERVISION: 2	SPECIFIED WORK DAYS SPECIFIED CALENDAR Workdays 240	WORK DAYS USED CALENDAR Workdays used 118
PROJECT AUTHORIZATION. $ 594,081.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 49.17%
EXCLUSIVE OF ENGINEERING: $ 546,974.16	ENGINEERING AUTHORIZATION $ 47,107.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 20.50%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 546,974.16	ENGINEERING COST TO DATE $ 17,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 21.74%
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 36.09 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.615	0.615			0.615
MILES PARTIALLY COMPLETED	0.615	0.34			0
MILES COMPLETED	0	0			0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,290 c.y.	12,800 ton			17,045 ton
TOTAL QUANTITIES CORRECTED TO DATE	19,290	12,800			17,045
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,700	3,400			0
AVERAGE DAILY QUANTITIES	200	310			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1	1			0
HOURS PER SHIFT	8	8			0

EQUIPMENT USED DURING THE WEEK.

1 grader, 1 backhoe, 1 roller, 1 tractor, 5 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Cloudy	1	0	
MONDAY 21	"	1	0	
TUESDAY 22	"	1	0	
WEDNESDAY 23	"	1	0	
THURSDAY 24	"	1	0	
FRIDAY 25	"	1	0	
SATURDAY 26	"	1	0	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 6 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

for quality, quantity and payment are consider adequate and in conformance with establish procedures.

It was noted that the signal installation at the intersection of Columbia and north Vancouver Ave. will no longer be adequate upon completion of this project. Up-grading of this signal is not included in this project and planning for this installation should be initiated at this time in order to secure construction at a reasonable time. The existing single signal head on span wires will not be adequate to meet current standards for the road way width and turning movements experience at this high volume intersection.

8321

18

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

cc: (E. Hunter, OSHD)

INITIAL REPORT
7-2 76

STATE COPY

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-21-76	INSPECTION MADE BY C. T. Christianson, Area Engr.		PROJECT NO. M-0944(2)

IN COMPANY WITH Marion Craft, Reg Constr Engr OSHD, Ed Holland, Res Engr OSHD, Lee Benjamin, Materials Testing Tech. Multnomah County

LOCATION
This project is located in Northeast Portland, Columbia Blvd. between Union Ave. and Borthwick Ave.

CONTRACTOR NAME AND ADDRESS
Columbia West Materials and Constructors Inc., Longview WA

AWARD DATE 12-8-75	CONTRACT AMOUNT $516,220.25	TIME ALLOWED 240 Calendar work days	TIME STARTED 3-1-76	WORK STARTED 3-30-76
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 50%	WORK COMPLETED 22%	

RECEIVED
STATE HWY ENGR
JUL 27 '76
REFER TO Keasey
FOR
Info Invest R/D D/R Sign Act File

REMARKS

N. E. UNION TO N.E. BORTHWICK SECTION
COLUMBIA BOULVARD
Grading & Paving

Work to be done under this contract consists of construction of road bed grading, aggregate base, bituminous base and asphalt concrete pavement. Associated work includes concrete curbs, walks, drive ways and the construction of storm drainage system.

Construction operatinns to date are some what behind schedule; however, the extremely heavy traffic and severelly limited right-of-way have made inital work efforts difficult and slow. Traffic control has been a major problem. It is expected next week the northerly half of the project will be completed and traffic can be shifted to the west bound lanes, thus facilitating a more rapid construction program on the east bound lanes. The traffic control operations appear to be satisfactory; however, the detour surface was in poor condition and it was my opinion that flagmen should be provided long handled flags in order to make them visible over the continuous lines of traffic. These conditions are expected to be improved when traffic can be moved to the west bound lanes. During the progress of this inspection the process of determining compaction on stone base was observed. During the course of this compaction test, the handling of the sample was observed and found to be in accordance with establish testing procedures. The results of this particular test indicated 97% compaction on the completed stone base material. The project records on the materials as tested both

-more-

Form FHWA-1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

1321

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

DATE: December 28, 1976

FROM: R. D. Church
Contract Payments Engineer

SUBJECT: Request Contract Acceptance

Contract 0321, Work Completed December 15, 1976

Project N.E. Union Avenue-N. Borthwick Avenue

Highway FAU ~~0944~~ 9956 (N.E. & N. Columbia Blvd.)

Count(y)(ies) Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ______________________

Conditions not acceptable:

Construction Engineer

RDC:dpy

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Don Trout

COL[illegible]-WEST
MATERIALS AND [illegible]

NOV 8 11 4: PM '76
MULT[illegible] COUNTY
OREGON

November 2, 1976

Multnomah County Oregon
Dept. of Environmental Services
Engineering Services Section
2115 S.E. Morrison
Portland, OR 97214

Attention: Mr. C. B. Cummings, President Engineer

Re: N.E. Union to N. Borthwick - Contract #8321
Time for Completion

Gentlemen:

As described in our letter of March 2, 1976 and your letter of March 4, 1976, the occupation of the project right of way by the utility companies delayed commencement of contract work. The original time allowed for completion, 240 calendar work days, elapsed today. The beginning date of calendar day count was March 1, 1976, actual contract work was not possible until April 13, 1976, a period of 32 calendar workdays. Since the project is not complete and considerable work is necessary to reach substantial completion it is necessary to request that the Completion Time limit be extended by these 32 calendar work days. We are confident that this request is withing your expected parameters and that your approval of this request will not delay final acceptance of this project.

We have attached the appropriate consent of surety to expedite approval. This request and subsequent acceptance does not eliminate the Contractor's options with respect to other similar requests.

Very truly yours,
COLUMBIA WEST MATERIALS
AND CONSTRUCTORS, INC.

W R Gamble
W. R. Gamble,
Manager

WRG/smc
Enclosures

"COL-WEST"

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date NOVEMBER 1, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 272 days, within which to complete our Contract No. 8321, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

COLUMBIA WEST MATERIALS & CONSTRUCTORS, INC.
Contractor

By
B.K. MCDONALD, PRESIDENT

CONSENT OF SURETY

Date NOVEMBER 1, 19 76

We, Employers Mutual Liability Insurance Company of Wisconsin

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Wasley
Attorney-in-fact

James F. Wasley
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8321 Contractor Columbia West Materials & Constructors, Inc.

Highway North & N.E. Columbia Blvd.

Section N.E. Union Ave. - N. Borthwick Ave.

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 35 days time extension of contract time due to utility conflicts early in the project.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 8321

Project designation M-0994 (2) State-Federal

Date awarded December 8, 1975

Work started March 30, 1976

Per cent completed Date

No. of Workdays Allowed 240

No. of Workdays Used

No. of Added Workdays Requested 32

SP*0296-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8321 Contractor Columbia West Materials & Constructors, Inc.

Highway North & N.E. Columbia Blvd.

Section N.E. Union Ave. - N. Borthwick Ave.

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 35 days time extension of contract time due to utility conflicts early in the project.

Recommended for Approval:

Marvin Croft
Division Engineer

for
Construction Engineer or
Bridge Engineer

E S Hunter
Deputy State Highway Engineer

Contract No.	8321
Project designation	M-0994 (2) State Federal
Date awarded	December 8, 1975
Work started	March 30, 1976
Per cent completed	Date
No. of Workdays Allowed	240
No. of Workdays Used	
No. of Added Workdays Requested	32

SP*6296-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

December 20, 1976

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

TO: C. T. KEASEY
Construction Engineer

Attn: John Bond

SUBJECT: NE UNION-N. BORTHWICK
FAU 0944 (NE & N. Col. Blvd.)
Mult. Co.
Contract. No. 8321
Time Extension Request

In my November 24, 1976 letter, a 32 day time extension was recommended, due to utility conflicts at the beginning of the job. Now that the job has been finished, there is an overrun of 35 excess calendar days, and the County has asked us to request the total 35 days instead of 32. They don't believe they have any reason to penalize the contractor anyamount and have asked us to recommend total liquidation of damages. The 35 day time extension is just as easy and justifiable as the 32 days, and we recommend the 35 day be granted.

I'm attaching a letter from the County indicating their wishes in this regard.

Co. does not seem to understand yet what non-participating means.

MC/ggw

Attachment

Routing
___ Keasey ___ RECEIVED ___ Richards
___ Bond ___ ___ Glenn
___ Jackmond ___ DEC 21 1976 ___ Berg
___ Harwood ___
___ Johnsen ___ CONSTRUCTION
___ Walker ___ SECTION

FORM 81-7[illegible]-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 22, 1976

FILE: CON 5 #8321

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: N.E. Union-N. Borthwick Ave.
Contract No. 8321
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Columbia West Materials and Constructors made formal request for a 32-day extension on this project because of utility conflict early in the project. Since this request was prepared, the project has been completed on December 15 with 35 days liquidated damages assessed at $150 per day. This is an FAUS project engineered by Multnomah County. Some pertinent dates are:

Bids opened	November 20, 1975	
Contract sent	December 8, 1975	
Day count start	March 1, 1976	(240 days allowed)
First site work done	April 12	(41 days counted)
Project complete	December 15, 1976	(275 days counted, 35 days liquidated damages at $150 per day)

There were five utility organizations involved in relocations on this project. Even with the comparatively long lead time ahead of the March 1 start of the time count, the utility adjustments lasted until mid-May. The County's Weekly Reports on the project clearly show this.

The County originally recommended only a 24-day extension in response to this request; apparently by subtracting off 8 days later in the year during which they alleged the contractor could have worked but did not. I doubt that this is a valid analysis under the circumstances. I believe the contractor is entitled to the full 35 days as recommended by the Region and we communicated back to the County the fact that this would have to be non-participating in view of the guarantees made to FHWA at the time of award that there would be no utility delay. A rough draft letter to the contractor granting the 35 days to delete all liquidated damages is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 27 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8321

December 29, 1976

Columbia West Materials
& Constructors, Inc.
500 Tennant Way
P. O. Box 488
Longview, Washington 98632

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8321 for work on N. E. Union-N. Borthwick Avenue in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 days is granted to delete all liquidated damages. This is because of utility conflicts early in the project.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Walt Hart

JAB:fr ja

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Multnomah County
2115 S. W. Morrison
Portland, Oregon 97214

Attention of Mr. Oliver J. Domreis
County Engineer

Request No. (assigned by staff engineer or head of section) cc-1695

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $2,530.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering of N. Borthwick Ave.-N. E. Union Ave. Section on Columbia Blvd., FAU 9956. Covered by agreement dated 7/15/75		1,900.00
		To be Retained		$ 630.00
		Acct. Ref. MULTNOC 001193 APE		

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 226-1956-297
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,530.00	Submitted by: F. Hildebrandt F. F. Hildebrandt
Is this a partial or final request for billing? Partial	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: G. N. Hopkins Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8321

May 10, 1977

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

On May 5, 1977, we wrote to you concerning release of final payment on Contract No. 8321 awarded to Columbia West Materials and Constructors, Inc. for work on the N.E. Union Avenue-N. Borthwick Avenue Section of FAU 0944 in Multnomah County.

Final payment on this contract is $3,636.49 and the total contract amount is $530,482.17 including $12,083.10 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

N.E. UNION AVE.-N. BORTHWICK AVE. SECTION

NONPARTICIPATING - STATE WORK

Setting Mail Box Posts	20 only	75.00	$ 1,500.00

4-inch Concrete Walks and Driveways	3,150 sq.yd.	6.25	$ 19,687.50
6-inch Concrete Driveways	900 sq.yd.	8.25	7,425.00
Concrete Curbs	6,250 lin.ft.	2.00	12,500.00
Adjusting Manholes	18 only	50.00	900.00
Reconstructing Manholes	12 only	525.00	6,300.00
Tree Planters	70 only	150.00	10,500.00
			$514,720.25

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 200.00
Stage Construction Striping (S.F.)	All Required	400.00
Temporary Erosion Control (E.W.)	All Required	500.00
On-the-Job Trainee (1 at $800)	All Required	800.00
		$ 1,900.00
	Subtotal	$516,620.25
	Engineering	51,619.75
	Total	$568,240.00

Length of Project - - - - - - - - 0.616 Mile
Cost of Roadway Per Mile- - - - $922,467.53

Work Retained in Program Status
(Not included in totals below.)

Concrete Block Retaining Wall	All Required	$ 2,500.00
Revise Sprinkler System and Landscaping	All Required	2,000.00
Relocate Oil Tanks	All Required	800.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Preliminary Engineering	$ 23,000.00	$ 17,983.00	$ 2,508.50	$ 2,508.50
Roadway	568,240.00	444,307.00	61,966.50	61,966.50
Totals	$591,240.00	$462,290.00	$64,475.00	$64,475.00

Group 1 - 100%

Contract No. 8321

Prefix No. 326-1059
226-1956

Oregon State Highway Division
Salem, Oregon, December 15, 1975

Federal-aid Project
No. M-0944(2)

N.E. UNION AVE.-N. BORTHWICK AVE. SECTION
N. COLUMBIA BLVD., FAU 0944
MULTNOMAH COUNTY

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All	Required		$ 23,000.00

Type Code G203
Roadway (Sta. 270+93.35 to Sta. 303+44)

Mobilization	All	Required		$ 25,000.00
Temporary Protection and Direction of Traffic	All	Required		7,500.00
Temporary Signs	280	sq.ft.	7.00	1,960.00
Flagmen	1,000	hour	13.50	13,500.00
Clearing and Grubbing	All	Required		5,000.00
Removal of Structures and Obstructions	All	Required		1,500.00
General Excavation	19,290	cu.yd.	2.85	54,976.50
Sand Fill	500	cu.yd.	5.00	2,500.00
Trench Excavation	2,940	cu.yd.	5.25	15,435.00
Finishing Roadbed and Slopes	All	Required		2,800.00
Watering	215	M-gal.	6.00	1,290.00
Bituminous Base Mixture	10,500	ton	9.50	99,750.00
Asphalt in Bituminous Base Mixture	580	ton	75.00	43,500.00
1-1/2" - 0 Aggregate Base	12,700	ton	4.50	57,150.00
3/4" - 0 Aggregate Base	100	ton	4.75	475.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,600	ton	9.75	54,600.00
Asphalt Cement in Mixture	365	ton	75.00	27,375.00
Asphalt in Tack Coat	6	ton	200.00	1,200.00
Special Dust Oil	20	ton	150.00	3,000.00
Concrete in Stairways and Landings	7	cu.yd.	75.00	525.00
Miscellaneous Concrete	15	cu.yd.	85.00	1,275.00
8-inch Sewer Pipe	920	lin.ft.	4.75	4,370.00
12-inch Sewer Pipe	2,085	lin.ft.	6.25	13,031.25
15-inch Sewer Pipe	500	lin.ft.	8.75	4,375.00
Concrete Manholes	8	only	625.00	5,000.00
Concrete Inlets, Type GB-1	27	only	360.00	9,720.00
Setting Monument Boxes	6	only	100.00	600.00

8321

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-14	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-5-76	State: Oregon County: Multnomah Project No.: M-0944(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Borthwick Ave. to Union Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-12-75	0.62
RIGHTS-OF-WAY		
CONSTRUCTION	10-29-75	0.62

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 591,240.00	$ 462,290.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Administrator)
for: G. L. Green

Date executed by Division Administrator JAN 5

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, JUNE 10, 1977

FEDERAL AID PROJECT
NO. M-9956(2)

N.E. UNION AVENUE-N. BORLTWICK AVENUE SECTION
N. COLUMBIA BOULEVARD FAU 9956
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 23,000.00

Type Code 6203
Roadway (Sta. 270+93.35 to Sta. 303+44)

Subtotal on previous estimate of December 15, 1975			$516,620.25
Additional Approved Items			
Pa. 2 Concrete Block Retaining Wall	492 sq. ft.	6.00	2,952.00
EWO 2 Revise Sprinkler System	All Required		2,927.00
			$ 5,879.00
		Subtotal	$522,499.25
		Engineering	52,249.75
		TOTAL	$574,749.00

Length of Project . . . . 0.616 miles
Cost of Roadway per mile . . . $933,034.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 23,000.00	$ 19,734.00	$ 1,633.00	$ 1,633.00
Roadway	574,749.00	493,134.00	40,807.50	40,807.50
TOTAL	$597,749.00	$512,868.00	$42,440.50	$42,440.50

Group 1 - 100%
Contract No. 8321
Prefix Nos. 362-1059 and 226-1956
Pro Rata 85.8%

8321.

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-118		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	6-17-77	Project Number M-9956(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 591,240	$ 597,749
Federal funds	$ 462,290	$ 512,868
Other revisions		

This modification is made for the following reasons:

To include additional approved items and increase federal aid pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of June, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By

Asst. ~~Deputy~~ State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Length of Project . . . . 0.616 miles
Cost of Roadway per mile . . . $1,009,740.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 23,000.00	$ 19,734.00	$ 1,633.00	$ 1,633.00
Roadway	622,000.00	533,676.00	44,162.00	44,162.00
TOTAL	$645,000.00	$553,410.00	$45,795.00	$45,795.00

Group 1 - 100%

Contract No. 8321

Prefix Nos. 326-1059 and 226-1956

Pro Rata 85.8%

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, DEC. 29, 1977

FEDERAL AID PROJECT
NO. M-9956(2)

N.E. UNION AVENUE-N. BORLTWICK AVENUE SECTION
N. COLUMBIA BOULEVARD FAU 9956
MULTNOMAH COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Prliminary Engineering All Required $ 23,000.00

Type Code 6203
Roadway (Sta. 270+93.35 to Sta. 303+44)

Subtotal on Previous estimate of June 10, 1977 $522,499.25

PREVIOUS ESTIMATE

Asphalt in Bituminous Base Mixture	580 Ton	75.00	$ 43,500.00
1-1/2"-0 Aggregate Base	12,700 Ton	4.50	57,150.00
Class "B" or Class "C" Asphalt Concrete Mixture	5,600 Ton	9.75	54,600.00
Asphalt Cement in Mixture	365 Ton	75.00	27,375.00
6-inch Concrete Driveways	900 Sq. Yd.	8.25	7,425.00
			$190,050.00

REVISED ESTIMATE

Asphalt in Bituminous Base Mixture	605 Ton	75.00	$ 45,375.00
1-1/2-0 Aggregate Base	13,550 Ton	4.50	60,975.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,660 Ton	9.75	64,935.00
Asphalt Cement in Mixture	410 Ton	75.00	30,750.00
6-inch Concrete Driveways	1,300 Sq. Yd.	8.25	10,725.00
EWO 3 Construct Drops on Manholes	All Required		7,710.00
			$220,470.00
		Increase	$ 30,420.00
		Subtotal	$552,919.25
		Engineering	69,080.75
		Total	$622,000.00

8321

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-9	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	1-4-78	Project Number M-9956(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 597,749	$ 645,000
Federal funds	$ 512,868	$ 553,410
Other revisions		

This modification is made for the following reasons:

To include increase in bid quantities and approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of January, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By E G Hunte

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	326	1058	201	00	N 1			3,976.80	77	77
	326	1058	206	00	N 1			49.57	77	77
	326	1058	269	01	N 1			809.76	76	76
	326	1058	269	02	N 1			247.00	77	77
	326	1058	296	00	N 9	39.97CR	26,375.24CR	299,873.33CR	76	79
	326	1058	298	00	N 9	39.97	26,375.24	266,873.33	76	79
	326	1058	299	00	N 9			33,000.00	76	76
	326	1058	900	00	P 1			1,277.96	75	76
	326	1058	900	00	N 1			130.83	75	77
	326	1058	903	00	P 1		30,693.78	30,693.78	79	79
	326	1058	915	00	P 1		46.59	46.59	79	79
	326	1058	985	00	P 1			47.15	76	76
			TOT		P1		30,740.37	311,041.18		
			TOT		N1			5,213.96		
			** JOB TOTALS **			**	30,740.37 **	316,255.14 **		
BORTHWICK AVE-NE UNION AVE	CONT NO 8321 * FA PROJ NOS		M	956002 100				OO	STATE	
	326	1059	201	00	P 1			526,639.27	76	77
	326	1059	201	00	N 1			3,842.90	76	77
	326	1059	203	00	P 1		577.50	4,672.50CR	76	78
	326	1059	203	00	N 1		577.50CR	4,672.50	77	78
	326	1059	206	00	N 1			100.61	77	77
	326	1059	278	02	P 1			233.67	77	77
	326	1059	296	00			985.55CR	985.55CR	79	79
	326	1059	296	00	N 9	28.53CR	7,931.50	576,027.82CR	76	79
	326	1059	297	00			985.55	985.55	79	79
	326	1059	298	00	N 9	28.53	7,931.50CR	516,027.82	76	79
	326	1059	299	00	N 9			60,000.00	76	76
	326	1059	900	00	P 1		9,854.92CR	79,030.94	75	78
	326	1059	900	00	N 1		9,929.06	10,067.89	75	78
	326	1059	900	03	N 1			28.23	77	77
	326	1059	915	00	P 1			118.77	78	78
	326	1059	985	00	P 1			80.88	76	77
			TOT	00						
			TOT		P1		9,277.42CR	601,431.03		
			TOT		N1		9,351.56	18,712.13		
			** JOB TOTALS **			**	74.14 **	620,143.16 **		
HAWTHORNE BR SEC	CONT NO 8337 * FA PROJ NOS		M	366001 100				OO	STATE	
	326	1062	201	00	P 1			128,397.00	76	77
	326	1062	206	00	N 1			7.67	77	77
	326	1062	296	00	N 9	21.09CR	8,407.13CR	133,256.18CR	76	79
	326	1062	298	00	N 9	21.09	8,407.13	119,256.18	76	79
	326	1062	299	00	N 9			14,000.00	76	76
	326	1062	900	00	P 1			513.40	76	77
	326	1062	900	00	N 1			84.25	76	77
	326	1062	900	01	P 1			25.68	77	77

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TOTAL TO DATE JOB COST SUMMARY                                                          APRIL 1979        PAGE  643
                                                                                           FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH        YEAR TO DATE         TO DATE

  UPRRXING @ NE CULLEY RD       CONT NO        FA PROJ NOS RRS 913001 100                  9                  00      STATE
                                    226   1928     905      00 P 1                                          40.13
                                                   TOT      P1                                              40.13
                                                ** JOB TOTALS **              **                     **     40.13   **

  UPRXING @ NE COLUMBIA RD      CONT NO        FA PROJ NOS RRS 956001 100                  9                  00      STATE
                                    226   1929     905      00 P 1                               4.20         62.61
                                    226   1929     906      00 P 1                             513.60        982.88
                                    226   1929     912      00 P 1                                            11.99
                                                   TOT      P1                                 517.80      1,057.48
                                                ** JOB TOTALS **              **               517.80  **  1,057.48   **

  BORTHWICK AVE-NE UNION AVE    CONT NO      * FA PROJ NOS H    956002 100                                    00      STATE
                                    226   1956     296      00                               1,043.63      1,043.63
                                    226   1956     296      00 N 9                           1,983.16      6,939.17CR
                                    226   1956     297      00                               1,043.63CR    1,043.63CR
                                    226   1956     297      00 N 9                                         1,900.00
                                    226   1956     298      00 N 9                           1,983.16CR    5,039.17
                                    226   1956     901      00 P 1                                           259.32
                                    226   1956     905      00 P 1                                         2,265.17
                                    226   1956     905      00 N 1                                            11.19
                                    226   1956     907      00 P 1                               1.97CR    1,855.80
                                    226   1956     910      00 P 1                                            85.16
                                    226   1956     916      00 P 1                           1,293.32CR
                                    226   1956     920      00 P 1                                            32.61
                                    226   1956     921      00 P 1                                         1,240.99
                                    226   1956     923      00 P 1                             995.93CR       26.35
                                    226   1956     924      00 P 1                                           107.76
                                    226   1956     980      00 P 1                              14.75CR
                                                   TOT      00
                                                   TOT      P1                               2,305.97CR    5,873.16
                                                   TOT      N1                                                11.19
                                                ** JOB TOTALS **              **             2,305.97CR**  5,884.35   **

  UPRR XING @ NE 158TH ST       CONT NO        FA PROJ NOS RRS 895001 100                                     00      STATE
                                    226   1990     905      00 P 1                                            72.49
                                                   TOT      P1                                              72.49
                                                ** JOB TOTALS **              **                     **     72.49   **

  BUELL-MILL CRK PARK           CONT NO        FA PROJ NOS SOS 700001 100                                            STATE
                                    227   1960     296      00 N 9     6,252.11CR            9,276.62CR    9,276.62CR
                                    227   1960     297      00 N 9                           2,170.00      2,170.00
                                    227   1960     298      00 N 9     6,252.11              7,106.62      7,106.62
                                    227   1960     901      00 P 1     1,909.41              4,710.40      4,710.40
```

S EMENT OF COSTS INCURRED UNDER PROJEC REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. Union Ave.-N. Borthwick Ave. Section N. Columbia Blvd. Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 4,017.36	
	County	All Required			1,855.80*	
	Total Participating P.E.				$ 5,873.16	
	Construction					
	Type Code 6203					
	Roadway (Sta. 270+93.35 To 303+44)					
	Final Contract Payment Summary	Lump Sum			526,639.27	
SFO	#2 Striping by County	All Required			233.67*	
	Total Participating Construction				$526,872.94	
	Construction Engineering					
	State	All Required			2,864.79	
	County	All Required			76,166.15*	
	Total Participating C.E.				$ 79,030.94	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$ (4,672.50)	
	Misc. Project Costs					
	Audit Expense	All Required			118.77	
	Equal Opportunity Program Expense	All Required			80.88	
	Total Participating Misc. Costs				$ 199.65	
	Total Participating Cost				$607,304.19	
	Non-Participating Items					
	Preliminary Engineering	All Required			11.19	
	Final Contract Payment Summary	Lump Sum			~~9,092.90~~	3,842.90
	Construction Engineering	All Required			10,021.98	
	Liquidated Damages (TIME EXT.)	Lump Sum			~~(577.50)~~	=4,672.50
	Interest Paid to Contractor	All Required			100.61	
	Total Non-Participating Cost				$ 18,649.18	
	TOTAL COST				$625,953.37	
	Prepared based on Participating costs as shown on Federal Billing as of 10/26/78.					
	*COUNTY COSTS TO EQUAL AUDIT REPORT					
	AMOUNT CARRIED FORWARD					

(MEMORANDUM)

9956

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

PAID BY
(For use of Paying Office)

ADDRESS
Capitol Building
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8-12-75
TO 10-21-77

FEDERAL AID PROJECT NO.
M-9956(2) MULTNOMAH CO.

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
P.E. $ 5,884.35	$ 5,873.16	85.8%	$ 5,039.17	$ 5,039.17	$ 0.00
CONSTR. 620,069.02	601,431.03	85.8%	516,027.82	516,027.82	0.00
$625,953.37	$607,304.19	85.8%	$521,066.99	$521,066.99	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE V.E. Skoog
Controller

REMARKS Oregon 10/18/78

1/31-79
FINAL BILLING NOT REQUIRED.
STATE MATCH.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** February 14, 1979

County MULTNOMAH **Contract No.** 8321 **Date Completed** 12-15-76

PROJECT **#** M-9956(2) **Section** N. Borthwick Ave.-N.E. Union Avenue

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
Preliminary Engineering		$ 5,884.35
Total Contract Payments		530,482.17
SFO #2 Striping By County		233.67
Construction Engineering		89,127.06
Liquidated Damages		(4,672.50)
Time Extension		4,672.50
Interest Paid to Contractor		100.61
Audit Expense		118.77
Equal Opportunity Program		80.88
TOTAL PROJECT COST		$626,027.51
Non-Participating Costs:		
Preliminary Engineering	$ 11.19	
Contract Payments	3,842.90	
Time Extension	4,672.50	
Construction Engineering	10,096.12	
Interest	100.61	18,723.32
TOTAL PARTICIPATING COST		$607,304.19
Federal Funds Collected:		
Preliminary Engineering	$ 5,039.17	
Construction	516,027.82	521,066.99
BALANCE		$ 86,237.20

State Share: 50% of $86,237.20 = $43,118.60

County Share:

50% of $86,237.20	=	$43,118.60
Non-Participating Costs	=	18,723.32
		$61,841.92

Reference: Billing Form CC-1979

Date 2-14-79

Invoice No.

P. O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Multnomah County
2115 S.E. Morrison St.

Portland, Oregon
Attn: Oliver Domreis
County Engineer

This space for use of Accounting Division

Additional funds to be refunded to Multnomah County for Urban System Project M-9956(2) N. Borthwick Avenue - N.E. Union Avenue Section of N. Columbia Blvd.

$58.08

Ref: CC-1979

Gerald Wimer

Form 73-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 2-14-79	BILLING REQ. NO. CC-1979	YOUR ORDER NO.

CREDIT DISTRIBUTION

226-1956-297	$ 428.18
326-1059-297	$61,413.74

BILL TO: Code: ________

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97204
Attn: Oliver Domreis, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Urban System Project M-9956(2) N. Borthwick Ave.-N.E. Union Ave. N. Columbia Blvd. Multnomah County Covered by Agreement dated 7-15-75 Contract No. 8321			
TOTAL COST			$626,027.51
Less Federal Funds Collected			521,066.99
Less State Share			43,118.60
County Share			61,841.92
County Advance Deposits			67,880.00
REFUND DUE COUNTY			$ 6,038.08
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$67,880.00
Advance Deposit Previously Transferred to Highway Fund	$61,900.00
Balance	$ 5,980.00
Transfer to Highway Fund	$ --
Refund Due	$ 5,980.00

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC-1544 & CC-1695

Submitted by:
Gary E. Zehner
Gary E. Zehner

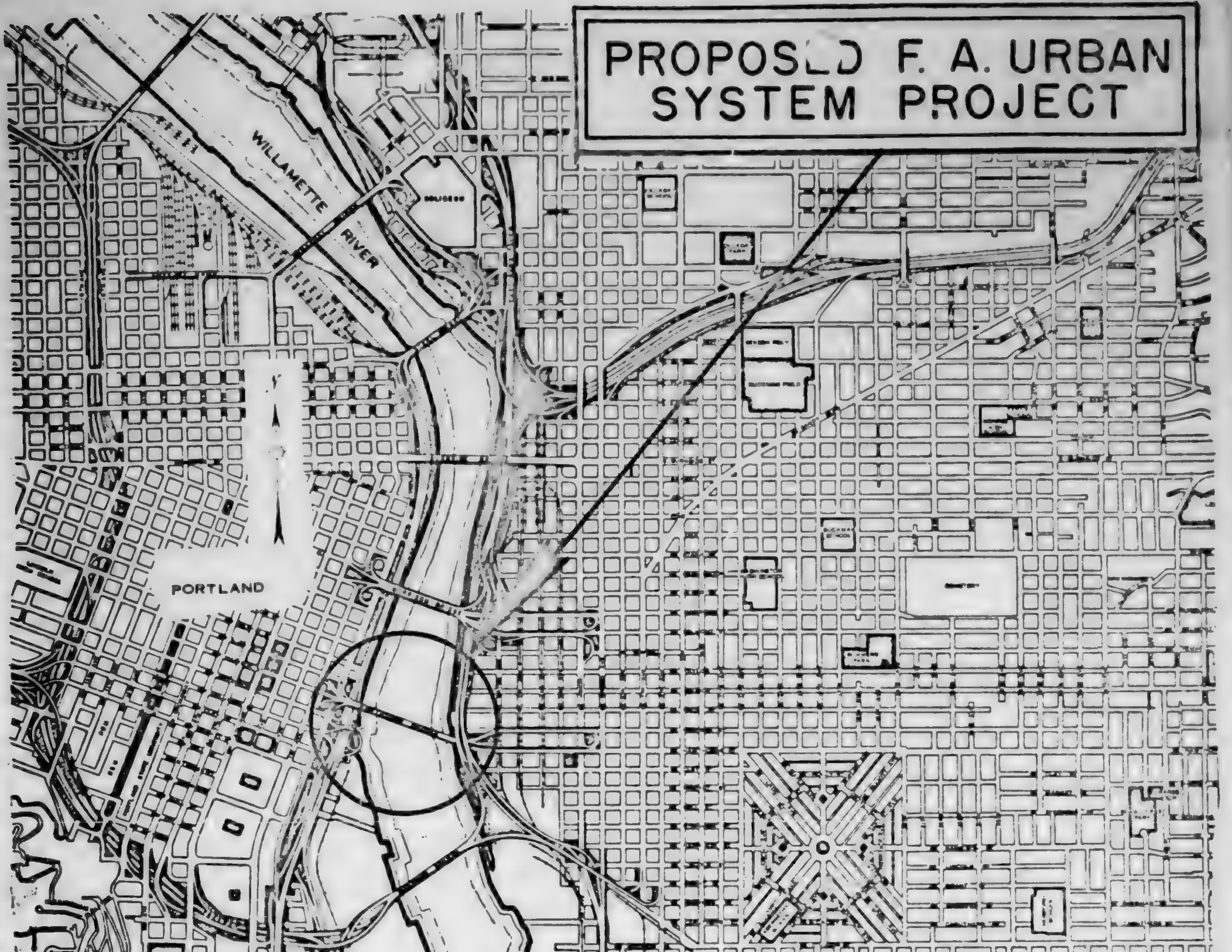
Approved:
Gerald Wimer

SP*35736-734

N

C & A. 5383 7-16-75

8321 NE Union Ave.-N. Borthwick 1975
Ave. Sec. (Col. Blvd) in N. Ptld.
(Grading & paving)



PROPOSED F. A. URBAN SYSTEM PROJECT

WILLAMETTE RIVER
PORTLAND
SHIP CHANNEL
ROSS ISLAND

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE HAWTHORNE BRIDGE CONTROLS AND MODERNIZATION DATE 3-7-75

REQUESTING AGENCY Multnomah County CONTACT PERSON ____ PHONE 248-3591

LOCAL PRIORITY RANK 2 IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT Δ

	FISCAL YEAR July 1 - June 30							
ITEM DESCRIPTION		19 75	19 76	19	19	19	19	Item Cost $
Preliminary Engr.		16,000						16,000
Construction		200,000	104,000					304,000
TOTAL	$	216,000	104,000					320,000
FHWA	$	168,480	81,120					249,600
UMTA	$							
STATE	$	23,760	11,440					35,200
LOCAL	$	23,760	11,440					35,200
STATE BOND	$							
	$							

REQUESTOR COMMENTS: ____

CRAG PROJECT NO. ____

CRAG RANKING ____

CRAG APPROVALS:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

	$
Roadway Work	
Right-of-Way Costs (If participating)	
Traffic Control	320,000
Illumination	
Structures	
Railroad	
Other	
Preliminary Engineering	
PROJECT TOTAL	$ 320,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: Multnomah County

By

By

By

City of

By

By

3. Permanent Signing:

Include in project or by applicant? ____

4. Permanent Striping:

Include in project or by applicant? ____

IV. ILLUMINATION DATA

1. Present Illumination and Location: street lights

2. Proposed Illumination:

Location ____
Type ____

V. STRUCTURE DATA

1. Existing Structure:

Location ____
Type ____
Size ____
To Remain in Place? ____

2. Proposed Structure:

Location ____

Is a particular type of structure and design desired? ____

Approximate size of proposed structure ____

Are sidewalk/bikeways desired? ____

Are any utilities to be attached to structure? ____

FOOTNOTES: ____

Description of Proposed Roadway Work

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Not applicable Minimum Maximum

2. Will Additional Right-of-Way Be Needed? no Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? not applicable

4. Will there be any persons displaced from their homes, farms or businesses? no If so, explain

5. Will this project affect any park or recreation facility? no If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Flashing yellow plus yellow and red stop signal for bridge openings.

2. Proposed Signalization:

Location Each end of Bridge plus advance signals for drawbridge.

Type Drawbridge

Phases

Type of Suspension on bridge structure and cantilevered

Interconnected Yes

Other

FOOTNOTES:

532-0

PREFIX NO: 75-9
FILE CODE: 120

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 7, 1975

Applicant Agency Multnomah County
Federal Aid System Route No. FAUS 0970 Route Name Hawthorne Bridge
Project Name Hawthorne Bridge, Controls Modernization

Project Length 1,400 ft. Project Location (Attached sketch map)
Project Description This project consists of replacing the existing 1911 D.C. motors and controls with new A.C. motors, controls and dynamic braking, in addition to new A.C transformers, conduits and panels. It also includes replacing the main hoisting cables, which were last replaced in the early 1940's and are beginning to fray. In addition, the project includes replacing the existing manual gates with automatic gates which can be operated from the lift span control location. The installation of these gates will eliminate the necessity of two Bridge Gatemen currently on duty 24 hours per day. The Hawthorne Bridge carries 28,000 cars per day with a roadway width of approximately 52 ft. and a length of 1,400 ft.
Average Daily Traffic 28,000 Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 52 ft. Travel Lanes 2 - 10'; 2-12' Shoulders none
Medians two four ft. medians Parking none
Sidewalks two six ft. walks (wood)
Other

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

☐ ME ☒ CS ☐ PE ☐ DE ☐ OS
METROPOLITAN ENGINEER
MAR 28 1975
☐ EE ☐ IE ☐ UE ☐ FILE ☐ J/A

FOOTNOTES:

RECEIVED
[illegible] COUNTY
MAY -6 AM 8 28
SERVICES

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 248-3304 • ROOM 605, COUNTY COURT HOUSE • PORTLAND, OREGON • 97204

May 1, 1975

Mr. Ken Gervais, Director ✓
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Ms. Carol Kaiser, Grants Coord.
203 Trailways Building
Portland, Oregon

Mr. Ralph Hawkins, Accounting Mngr.
Fiscal Management Division
Room 818 - Court House

Dear Sir & Madam:

Be it remembered, that at a meeting of the Board of County Commissioners held May 1, 1975, the following action was taken:

Form of Order in the matter of execution of)
an Agreement with State of Oregon Highway
Division for Hawthorne Bridge Urban System)
Project, and authorization for payment of
advance deposit of $1,760. to begin work)
on prelimiary engineering)

The above-entitled matter having come before the Board this date and full consideration having been given thereto, upon motion of Commissioner Mosee, duly seconded by Commissioner Corbett, it is hereby unanimously,

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before this Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Lease for and on behalf of Multnomah County, Oregon.

ORDERED, further, that the payment of advance deposit of $1,760. be so authorized.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Nancy W. Gilliam
Clerk of Board

Please return 1 full executed copy
lv

8320

Fau

COUNTY COMMISSIONERS
DONALD E. CLARK, Chairman
DENNIS BUCHANAN
ALICE CORBETT
MEL GORDON
DAN MOSEE

Multnomah County Oregon

248-3591
DEPARTMENT OF ENVIRONMENTAL SERVICES
(503) ~~[illegible]~~ 2115 S.E. MORRISON STREET • PORTLAND, OREGON 97214
ENGINEERING SERVICES SECTION

May 12, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

ATTN: Don Harwell, City and County Engineer

Re: HAWTHORNE BRIDGE - FAUS 0970

Gentlemen:

Enclosed is a copy of the Board Order, dated May 1, 1975, authorizing the payment of an advance deposit of $1,760, to begin work on preliminary engineering for the above referenced project.

By messenger, this date, we sent three copies of the Agreement executed by the Chairman of the Board of County Commissioners of Multnomah County and also a warrant #141858 to cover the advance deposit in the amount of $1,760.

Upon execution of this agreement by the Oregon State Highway Division, we would appreciate receiving two signed copies, one for our files and one for the files of the Board of County Commissioners.

If we can be of any assistance in this matter, please feel free to call this office.

Very truly yours,

Oliver J. Domreis
OLIVER J. DOMREIS
County Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 13 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☑ RPE ☐

OJD:kf

Encl.

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

The main structure consists of a six span steel
ely 1383 feet in length with a 250-foot 10-inch
idth of 52 feet, 6-foot wooden sidewalks each
East approach is reinforced concrete steel
1,900 feet in length and the west approach is
restressed beam approximately 310 feet in

Under this project consists of the following:

of preliminary engineering.

n consisting of the replacement of the existing
otors and controls with modern equipment; instal-
ain hoist cables and replacing the existing manual
ntrol gates with automatic gates operated from the
control center and revision of signing.

he preliminary engineering will be accomplished by
ces with required supervision and contracting by

rts, Railroads, Water Developments, Historical and
None involved. Interiam Urban System approved by

Way: None required.

nts:

rings - - - None required under provisions of para. 6C.
sign - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District ; Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action project.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - -	Field work - - - -	$11,000
	PS & E Preparation - - - -	5,000

Note: This project is in Congressional Districts No. 1 and 3.

HAWTHORNE BRIDGE SECTION

PROJECT NO. M-0970(1)

Existing Facility: The main structure consists of a six span steel thru truss approximately 1383 feet in length with a 250-foot 10-inch lift span, roadway width of 52 feet, 6-foot wooden sidewalks each side and approaches. East approach is reinforced concrete steel girder approximately 1,900 feet in length and the west approach is reinforced concrete prestressed beam approximately 310 feet in length.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Construction consisting of the replacement of the existing lift span motors and controls with modern equipment; installation of main hoist cables and replacing the existing manual traffic control gates with automatic gates operated from the lift span control center and revision of signing.

Note: Portions of the preliminary engineering will be accomplished by Multnomah County forces with required supervision and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Interiam Urban System approved by FHWA March 3, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under provisions of para. 6C.
(b) Location/design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and Distric
house A-95 review under working agreements dated April
October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Non major action project.

Urban Transportation Planning (PPM 50-9): Not applica
project will not result in an alteration of land use o
patterns that would require a significant change in pl
or underway.

Data for PR-37:

Preliminary Engineering - - - - Field work - - -
PS & E Preparation - -

Note: This project is in Congressional Districts No.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-12-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

spaces) e Bridge (Portland) (65)	ADT	PRESENT 28,000	FUTURE 34,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W36 (4) (9)	ITEM NO. 34 (14) (18)

TL. OREST (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) M- (14) (23); NUMBER 0970 (7); SEQ. NO. (1) (13)

I. Projects Only: POST MI. DESIG. (24) (26) 27

Urban System

COUNTY NAME Multnomah CODE 051 (14) (16)

Portland

ROUTE NO. U FEDERAL-AID 0970 (32) STATE City St. (36) (37) U.S. - - (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Street, Hawthorne (Portland)	(54) (58)	(59) (66)	(67) (76)			
	0.26	16,000	12,480	1,760	1,760 (Co.)	P.E. all phases incl. PS & E prep. Install modern lift span equipment incl. automatic traffic control gates and signing.
thorne Bridge tion"						
	0.26	304,000	237,120	33,440	33,440 (Co.)	ROW - 80' min.; Access control-N.A.; Parking restrictions-complete.
PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200	
		(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM-DC 48008-P61

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-12-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City Street, Hawthorne Bridge (Portland) 21 65	ADT	PRESENT 28,000	FUTURE 34,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Replace Lift Span Equipment 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) M- 14 23	NUMBER 0970 7

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Multnomah			CODE 051 (14)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 0970 (32)	STATE City St. (36) (37)	U.S. - --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53	City Street, Hawthorne Bridge (Portland)	(54) (58)	(59) (66)	(67) (76)		
5					PE			0.26	16,000	12,480	1,760	1,760 (Co.)
5					ROW		"Hawthorne Bridge Section"					
5	–				CONST (CODE) X032			0.26	304,000	237,120	33,440	33,440 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.26	320,000	249,600	35,200	35,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

8320

A7-2

PRO 6-2

May 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0970(1)

We are submitting program data for one Urban System project, Item No. 34, Project No. M-0970(1), "Hawthorne Bridge Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Multnomah County and State forces necessary to obtain PS & E approval.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

Enclosed is a copy of Multnomah County's "Federal-aid Urban System Project Request" dated March 7, 1975.

Encl.

CL:js

Transaction No. 5-118

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 5-16-75
BY (Signature): L. W. Rulien's May 12, 1975 letter
TITLE: Project Management Engineer

NOTED
E. S. HUNTER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 34 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
34	M-0970(1)	0.26	320,000	249,600	Hawthorne Bridge Section, Multnomah County - State of Oregon	Preliminary Engineering, Replace Left Span Equipment

RECEIVED
STATE HWY ENGR
MAY 19 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

I concur that this project is a non-major action as set forth in FHPM 7-7-2.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

5-19-75
ORIGINAL TO
L. W. Rulien

RECEIVED
MAY 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-16-75	C R Burghardt for G. L. Green, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

5-16-75

8320

8320

15

May 19, 1975

Board of Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Nancy Gilliam
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5314

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Hawthorne Bridge Section of Hawthorne Boulevard, FAU 0970, project in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Attachment

bc Don Harwell (agree. att.)

If you have any questions on these two projects, please contact Ken Limbocker, Max Klotz, or me at 238-8226.

Bob

R. N. BOTHMAN
Assistant State Highway Engineer

ebg

cc: L. W. Rulien
J. H. Versteeg
George Palmer
E. L. Hardt

PROJECT MANAGEMENT SECTION
ROUTING ACTION INFO
P.M. ENGINEER
PROJ. DEV. ENGR.
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE CONTROL
PROG. & SCHEDULE
REMARKS:
AUG - 8 1975

8320

[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 7, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

OLIVER J. DOMREIS, Director
Multnomah County Division of
Public Works
2115 Southeast Morrison
Portland, OR 97214

Multnomah County is currently accomplishing preliminary engineering on two urban systems projects, Columbia Boulevard between Union and Borthwick, and the Hawthorne Bridge.

County representatives presented the initial Columbia Boulevard preliminary engineering plans to highway division design staff in Salem in May. At that time the staff advised the additional needs so they could proceed with final design. No reply has been made.

The design section of the highway division will need about six weeks to write the final specifications, advertise, and provide the legal three-week notice prior to contracting.

In order that the county proceed expeditiously with this project which has been programmed, funded, etc., I suggest the preliminary engineering be completed at an early date and submitted to Ken Limbocker, Metro Design Engineer. He can assist with specific needs required by the division in order to prepare projects for contract. The least amount of confusion and best way to expedite these projects being accomplished jointly by city and county is by working through the Metropolitan Section where we can provide day to day communication on projects.

The highway division currently has the Hawthorne Bridge project scheduled for contract September 25. That date will require the preliminary data to be into final design by August 20. Discussions with Mr. Wheatley indicate the county will not meet that date. I would appreciate knowing the anticipated date for completion of the preliminary engineering in order that the project can be rescheduled.

A similar date for the anticipated completion of the preliminary engineering on the Columbia Boulevard project would facilitate the scheduling of that project for construction.

RECEIVED
COUNTY & CITY SECTION
AUG 8 - 1975
☑ ENGR. ☐ CGOR. ☑ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

5'3 2 2

Form E-33 (Rev. 9-71)

Faus
26-1933
320

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section HAWTHORNE BRIDGE IMPROVEMENTS

Date AUGUST 14, 1975

Highway FAUS 0970

Authorization No. 2

County MULTNOMAH

Survey Prefix 26-1933 (Assigned by Salem office)

Description of termini, route, length, etc.:

HAWTHORNE BRIDGE

OE RE RME RCE FAE
TE RECEIVED RSM
UE AUG 25 1975 RSC
SO REGION 1 RBI
ENV LOC

METROPOLITAN ENGINEER
AUG 25 1975
☐ EP ☐ JE ☐ UE ☐ FILE ☐ T/A
LEON SAGE

RECEIVED
COUNTY & CITY SECTION
FEB 3 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey:

BRIDGE IMPROVEMENT - REPLACEMENT OF ANTIQUATED, UNSAFE HOIST MOTORS, CONTROLS, ETC. REPLACEMENT OF MANUALLY OPERATED GATES AND TRAFFIC CONTROL.

Estimate of cost:

COUNTY DESIGN AND DRAFTING	901	$7,000.
CONSULTANT DESIGN AND DRAFTING	904	9,000.

Total estimated cost of survey	$16,000.
Previous authorization	12,000.
Additional authorization requested	4,000.
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

s/Kenneth H. Wheatley
Field Engineer

Recommended for Approval:

Asst
Regional Engineer

Recommended for Approval:

Victor D. Wolfe
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

M-0170(1)
5/15/75

8370

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ~~ENV 2-1~~

INTER-OFFICE CORRESPONDENCE
August 21, 1975
Salem, Oregon 97310

FROM: Gary A. Potter, Manager GAP
Environmental Section

SUBJECT: Hawthorne Bridge
Control Modernization
Environmental Assessment

TO: L. W. Rulien
Project Management Engineer

The subject project has been examined for potential impact to the quality of the human environment. It has been determined that no foreseeable alterations adversely affecting the environment will likely occur, and that this project is of a type for which the statewide assessment on Highway Safety Improvements is applicable.

The statewide assessment deems projects of this type as non-major actions.

GAP:GR:sz

NOTED
R. L. SCHROEDER

RECEIVED
AUG 22 1975

83+20

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Mult Co

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Hawthorne Bridge

Date Sept. 11, 1975, 19

Highway FAUS 0970

Authorization No. 3

County Multnomah

Survey Prefix 26-1933 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
FEB 19 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☒ OE ☐ RE ☐ RPE ☐

Purpose of survey: Bridge Improvement, Replacement of antiquated unsafe hoist motors, controls etc. Replacement of Manually operated gates and traffic control.

Estimate of cost:

Field	901	7,000
Consultant	904	9,000
Pland	905	500
Bridge	906	5,000
Prop. Mgt	920	100
Environmental	923	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$21,700
Previous authorization	16,000
Additional authorization requested	5,700
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

W.H. Rebeau for
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

SCHEDULE OF CHARGES

SIZE	ITEM	METHOD	DESCRIPTION	CHARGE
	POSTAGE			Cost
	TELEPHONE			Cost
	MILEAGE			.15/mile
	TRAVEL		Auto Rentals &/ or Airlines	Cost
	LIVING			@ Cost not to exceed $28/day
SUPPLIES:				
8½" x 11"	COPY PAPER	ELECTROSTATIC	Reproduction from in-house copier	$.08/each
8½" x 14"	" "	"	" " "	$.08/each
11" x 17"	" "	"	" " "	$.16/each
ANY	BLUELINE PAPER	DIAZO	In-house	$.08/s.f.
ANY	SEPIA LINE	"	" "	$.30/s.f.
ANY	BROWNLINE	"	" "	$.30/s.f.
ANY	MYLAR SEPIA	"	" "	$.60/s.f.
OUTSIDE PRINTING:				
8" x 11"	16# to 20# Bond	Xerographic or Offset	Outside Source Cost	
OUTSIDE PRINTING:			Outside Source Cost	

Any unusual items required for the client's own specific purposes and not a normally stocked item, would be billed at the invoiced cost (i.e., printed stickers to attach to drawings indentifying client).

Exhibit "B".

HOURLY RATES

Senior Electrical Engineer	$26.50 per hour
Senior Mechanical Engineer	$26.50 per hour
Junior Electrical Engineer	$13.00 per hour
Senior Mechanical Designer	$20.00 per hour
Senior Electrical Designer	$18.00 per hour
Design Draftsman	$15.00 per hour
Draftsman	$13.00 per hour

Exhibit "A".

design stage on any bridge until the Consultant and Multnomah County have discussed and agreed upon a recommendation.

6. Consultant will enter upon the performance of this contract immediately upon its execution by Consultant and Multnomah County. Consultant will provide required working specifications and contract drawings not later than July 15, 1975.

7. Consultant's services under this contract shall terminate upon the completion of installation of equipment and the acceptance of performance by Multnomah County; provided, however, that Multnomah County may terminate this agreement thirty (30) days after delivery to Consultant of written notice of its intention to do so, but Consultant shall be entitled to be paid for all services rendered to the date of termination as provided in Paragraph 3.

8. This agreement is personal and may not be assigned by either party.

9. Consultant warrants that the services performed by it pursuant to this agreement shall be performed in a good workmanlike manner according to the standards applicable to the performance of professional electrical engineering services.

DONE this 6th day of March, 1975.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS
By Donald E. Clark
Chairman

DONE this 10th day of March, 1975.

PACIFIC ENGINEERING CORPORATION
By George D. Frank
President

By
Secretary

APPROVED AS TO FORM:
George M. Joseph
George M. Joseph
County Counsel for
Multnomah County, Oregon

2. Prepare purchase specifications for equipment required based on the alternative selected by Multnomah County; and

3. After selection of the alternative, prepare installation contract drawings and specifications.

C. With respect to the BROADWAY BRIDGE,

1. Make a recommendation whether to keep existing motors and improve controls, replace existing motors with new AC motors or replace existing motors with new DC motors;

2. Prepare purchase specifications for equipment after selection of the alternative by Multnomah County; and

3. After selection of the alternative, prepare contract drawings and specifications.

2. Detailed working specifications prepared by Consultant shall be sufficient in form and content so that the County may use them for solicitation of bids.

3. For the services performed pursuant to Paragraph 1, Consultant shall be compensated at the rates listed on Exhibits "A" and "B", but in no event shall the total compensation exceed $15,000.00.

4. Consultant shall be paid on the basis of a monthly statement to be rendered to and approved by the Director of the Department of Environmental Services.

5. At least one meeting per month will be held between Consultant and Multnomah County to discuss the progress and status of the Consultant's work. Consultant shall not proceed to the

AGREEMENT

WHEREAS, MULTNOMAH COUNTY is required to convert the BURNSIDE, HAWTHORNE and BROADWAY BRIDGES from DC to AC electrical operation by December 31, 1975; and

WHEREAS, MULTNOMAH COUNTY has no professional electrical engineer on its staff; and

WHEREAS, it is necessary to obtain the expertise, advice and consultation of a professional electrical engineer to ensure an orderly and efficient conversion; and

WHEREAS, PACIFIC ENGINEERING CORPORATION, an Oregon corporation (hereinafter "Consultant") has the facilities, staff and ability to perform the required services; now, therefore, in consideration of the payments to Consultant hereinafter provided for,

MULTNOMAH COUNTY AND CONSULTANT AGREE AS FOLLOWS:

1. Consultant will perform the following services:
   - A. With respect to the BURNSIDE BRIDGE,
     1. Determine the power requirements;
     2. Determine the availability and supply of rectification equipment and make appropriate recommendations; and
     3. Prepare contract drawings and specifications.
   - B. With respect to the HAWTHORNE BRIDGE,
     1. Make an appropriate recommendation as to reusing existing DC motors, replacing existing motors with new AC motors or replacing existing motors with new DC motors;

ADDENDUM TO AGREEMENT BETWEEN MULTNOMAH COUNTY AND PACIFIC ENGINEERING CORPORATION, DATED MARCH 6, 1975 FOR ELECTRICAL ENGINEERING FOR HAWTHORNE, BURNSIDE AND BROADWAY BRIDGES.

The present agreement provides for preliminary investigation, recommendations with respect to power supplies, preparation of plans and specifications for the mandatory conversion from DC to AC power and the improvement of control systems and operating safety of these bridges.

1) Consultant will perform additional professional electrical engineering work essential to the completion of the various projects on these bridges as follows:

(A) Review of bids to be received for equipment to be supplied and installed on Hawthorne, Burnside and Broadway Bridges.

(B) Engineering design and modifications as necessary for the incorporation of specific equipment to be furnished for the Hawthorne Bridge. (The drive systems, motors, hoist controls, gate operating mechanisms and gate control systems are being bid on a performance basis).

(C) Inspection of installations and supervision of testing of new equipment as directed.

(D) Supervision of installation and testing of dynamic braking system and associated controls.

(E) Measurement of motor capabilities on the Burnside Bridge for purpose of temporarily raising unbalanced loads during resurfacing of the drawspan.

2) Terms, conditions and rates of reimbursement shall be as specified in the original agreement. In no event shall the compensation for the additional work exceed $7,000.00.

11/19/75 KHW:kb

ADDENDUM TO AGREEMENT BETWEEN MULTNOMAH COUNTY AND PACIFIC ENGINEERING CORPORATION, DATED MARCH 6, 1975 FOR ELECTRICAL ENGINEERING SERVICES IN CONNECTION WITH THE HAWTHORNE, BURNSIDE AND BROADWAY BRIDGES.

File: Bridges Misc.

The present agreement provides for preliminary investigation, recommendations with respect to power supplies, preparation of plans and specifications for the mandatory conversion from DC to AC, and improvement of control systems and operating safety on these bridges.

It does not provide for engineering design, plans and specifications for remote control and powering of mechanical traffic gates, roadway lighting, service panel changes, etc. This work was inseparable from the reconstruction of operations house, installation of new motors and controls required for the power conversion and improvement of operating safety.

Consultant has performed all such design work and the plans and specifications are complete.

Cost of this additional work, based on the schedule of charges agreed to is $7,120.00.

Paragraph 3 of the agreement is hereby revised to incorporate this additional cost and the total amount of compensation for all work under this agreement and this addendum shall not exceed $22,000.00.

(OR)

The maximum amount of compensation as specified in paragraph 3 of the agreement is hereby increased by $7,000.00.

11/19/75
KHW:kb

MULTNOMAH COUNTY
ENGINEERING SECTION
DEPARTMENT OF ENVIRONMENTAL SERVICES

2115 S.E. Morrison Street
Portland, Oregon 97214

Mr. Jon Rose, Fed. Hwy. Admin.
Oregon State Highway Dept.
P. O. Box 02157
Portland, Ore. 97202

DATE: Feb. 20, 1976

SUBJECT: Electrical Agreement - Bridges

WE ARE ENCLOSING

( ) FOR APPROVAL

( ) AS REQUESTED (xx) FOR YOUR USE OR INFORMATION

Per our telephone conversation this date, enclosed is Agreement and Addendum to Agreement between Mult. County and Pacific Engineering Corp. dated March 6, 1975, for electrical engineering services in connection with the Hawthorne, Burnside and Broadway Bridges.

IF FOR APPROVAL, PLEASE CHECK THE DRAWINGS AND RETURN ( ) SETS TO US WITH YOUR WRITTEN APPROVAL OR CORRECTIONS AS SOON AS POSSIBLE.

OLIVER J. DOMREIS,
County Engineer

By: Kenneth H. Wheatley
Kenneth H. Wheatley, Constr. Engineer

KHW:im
Encls.

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ENV LOC

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 24, 1976

FILE: LOC 17

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: CONSULTANT AGREEMENT
Hawthorne Bridge FAUS Project
Multnomah County
Prefix: 26-1933

Attached is a copy of an agreement between Multnomah County and Pacific Engineering Corporation for consultant work to be done on the Hawthorne Bridge Project. This consultant had been retained prior to the project being initiated as an Urban System Project, and he performed work during the engineering phase. We have been advised that costs incurred by the consultant during PE are not eligible for federal participation, but the County wishes to include the construction engineering work done by the consultant under the FAU project.

The County would like this processed for federal approval, if the agreement and previously submitted letter are sufficient to serve as an application. If further documentation is required from the County, please advise.

JR/lms
Attachment
cc: Max Klotz
Arvey Nelson

RECEIVED
COUNTY & CITY SECTION
FEB 26 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB 25 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

83.20

Faus
Mult Co

Salem, Oregon
February 27, 1976

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Project Development Engineer

Mr. Jon Rose
Region 1 Federal Aid Engineer
Milwaukie

Consultant Agreement
Hawthorne Bridge
FAUS 0970
Construction Engineering

The agreement you supplied to this office between Multnomah County and Pacific Engineering Corporation totally misses the mark for satisfying federal requirements of FHPM Vol. 6, Chapter [illegible], Section 2, Subsection 2.

A new construction engineering agreement is needed that follows the format of the attached sample agreement and it must be addressed to the specific construction engineering tasks the consultant will perform.

Bids were received yesterday on this project. Please discuss the consultant selection process with Multnomah County. They may wish to engineer the project themselves in order to avoid delays in construction.

RU:sch

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

contribute 100% of the cost of any portion of the project in which federal funds do not participate." It would seem that County acted in good faith in contracting with Pacific Engineering Corp. Records contain an "Authority for Survey" dated May 2, 1975, on this project that includes an estimate for consultant costs of $8,000, later increased to $9,000. This document was approved by all required OSHD personnel and County has a copy thereof, which it considers written agreement and authorization.

CONCLUSION:

I recommend payment to Multnomah County of their entire billing for $16,472.75 and claiming reimbursement from FHWA for $7,632.60 under FAUS project funding.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DJ/jm

cc: George Hopkins
Jon Rose

8320

STATE OF OREGON

INTEROFFICE MEMO

FAUS
Mult Co.

TO: Vernon E. Skoog
Controller

DATE: March 24, 1976

FROM: Dett.W. Jones D.W. Jones
Staff Auditor

SUBJECT: Audit Report
Multnomah County
Project M-0970(1)

RECEIVED
COUNTY & CITY SECTION
MAR 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DEFINITION STATEMENT:

County and State entered into an Agreement in March, 1975, under the Urban Systems Program to modernize the lift span control equipment on the Hawthorne Bridge, Portland.

Section I of the Agreement required County to provide all field phases of preliminary engineering. This work was authorized May 19, 1975 and completed August 15, 1975, with the first and final billing dated February 10, 1976. An audit of the costs billed was required prior to payment.

ANALYSIS:

On March 9, 1976, I met with Kenneth Wheatley, Resident Engineer for County, and R. Morrison of Planning, to discuss project costs allocation and to examine supporting documentation.

The County billing consisted of(A)force account charges for $7,632.60 and (B) consultant fees to Pacific Engineering Corp. for $8,840.15.

A. Force Account

The source documents, "Bi-Weekly Time Record", were examined in detail for the project period. They indicated the distribution of man-hours charged by each employee to specific projects identified by number. These reports were then reviewed by at least 3 supervisors, although no approval signatures were required. County uses a further "Time & Attendance Report" for payroll preparation which does have a signature for approval of total hours worked and for entering the hourly pay rate. I verified the rates charged. They consisted in every case of the basic hourly wage plus the actual cost of fringe benefits and payroll taxes. About 98% of the total costs were incurred by 3 employees. No indirect costs were billed. There were no exceptions or citations.

B. Consultant Fees

County employed Pacific Engineering Corp. for certain technical aspects of the project. Although State did authorize the use of a consultant, the FHWA had not done so. On this basis OSHD personnel rejected this portion of the billing. Payments by County were properly supported as claimed, without exception.

Section IV, General Provisions, paragraph 4 states, "Unless State and County have a specific written agreement to the contrary, County shall

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon Project M-0970(1)
Hawthorne Bridge
Consultant Preliminary Engineering

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's letter dated March 24, 1976 submitted background information on the consultant work performed under preliminary engineering on this project. You have requested a determination as to eligibility under the unusual circumstances involved in this project.

The initial submittal of this consultant agreement was rejected by the State and I believe that action was proper at that time. The County then asked for a meeting to discuss the circumstances. That meeting was held on March 11, 1976 between Mr. Wheatly, Multnomah County; Mr. Limbocker, OSHD Metro; Mr. Rose, OSHD Region 1; and Mr. Christianson, FHWA. Following a review of the project circumstances and a discussion of Federal regulations, Mr. Wheatly was advised to gather all available data and resubmit to the State for further review. He was advised that both State and Federal approval would be necessary.

Based on the information you furnished and our review, I concur in Federal-aid participation in the $8,840.15 fee. The fee appears reasonable. Your files should show a substantiating estimate.

In order to show procedural compliance in the future, Multnomah County should be advised to develop a procedure covering engagement of consultants and covering the form and content of agreements. This procedure should be documented and have the concurrence of the OSHD Project Management Engineer prior to proposing any further work by consultants on projects that could receive Federal financing.

for G. L. Green

PROJECT MANAGEMENT
APR 16 '76
REFER TO:
R/D for County
R

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Hart

8320

FAUS

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO G-2

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up ___/___/___
Other______

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item	Present Programming		Revise Programming	
No.	Rte.No.	Proj. No.	Rte.No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

CL:bb
cc: D. L. Swan
G. Zehner
FINANCE

H

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-28-76	FEDERAL ROUTE NUMBER Various FAU Routes STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Proj. No.	Revise Programming Rte. No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-611-953

8320

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

12-28-76

PROGRAM NO.

ITEM NO. M-(Various)

CO. NAME Various

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 12-28-76	FEDERAL ROUTE NUMBER Various FAU Routes STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76	SIGNATURE OF APPROVING OFFICIAL	TITLE

H—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

EXTENSION OF COMPLETION DATE

~~Increase in Number of Workdays~~

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept 28, 1976

Gentlemen:

We, the undersigned, respectfully request an extension of completion date ~~increase in the number of workdays~~ from 8/31/76 days to 10/30/76 days, within which to complete our Contract No. 8320, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Late deliver of electrical equipment to be installed on this project. The equipment is supplied by the General Electric Company.

Respectfully submitted,

W.R. GRASLE COMPANY
Contractor

By

CONSENT OF SURETY

Date October 5, 1976

We, The American Insurance Company

921 S.W. Washington, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact
Carol A. McAllister

John L. Boyd
Resident A
John L. Boyd, Fred. S ames & Co. of Oregon, Inc.

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

EXTENSION OF COMPLETION DATE

~~Increase in Number of Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an extension of completion date workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8320 Contractor W.R. GRASLE COMPANY

Highway FAUS 0970 (Section Prefix 326-1058)

Section HAWTHORNE BRIDGE

Kind of Work Bridge Control Improvements

It is recommended that the request for extention of completion date within which to complete said contract be **GRANTED**. The reasons for such recommendation are as follows: The electrical supplier, General Electric Company, failed to deliver the necessary completed Center Control Console and the two electric motors on time.....W.R. Grasle had no control over this delay.

This office recommends the delay of replacing the two motors until the "Cable Replacement"contract (#8337) is completed to a stage where there would be no conflict between the two projects.

Ken Wheatly, Multnomah County Resident Engr.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No. 8320

Project designation FAP M-0970 (1)
State-Federal

Date awarded 12-8-75

Work started 1-12-76

Per cent completed 85% 9-27-76
Date

Completion Date Allowed 8-31-76

No. of calender days Requested 60

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 28, 1976

FILE: CON 5 #8320

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Hawthorne Bridge Control
Improvement
Contract No. 8320
Request for Time Extension

W. R. Grasle Company has requested a two-month time extension (to October 30, 1976) because of late delivery of electrical equipment secured from General Electric Company. The equipment referred to is the two main electric motors that drive the lift mechanism and a control console which was installed in the control room.

Bids were opened on this project November 20, 1975 with a specified completion date of August 31, 1976. The contractor prepared this request before the project was completed and we now have a second notification completion date of November 6, 1976 with 67 days liquidated damages accrued at $100 per day.

The contractor started work promptly on January 12 and worked almost continuously thereafter. I note that by early July with 78 percent of the time gone, the project was 75 percent done. The first motor was not installed until early October. I note that an FHWA inspection report made July 21 comments that the project had progressed very smoothly, but that work remaining to be completed included the installation of the two new motors and the central control console.

Although the contractor's request is not properly documented, the Region office has checked with Multnomah County (which is engineering this contract) and confirmed that the electrical equipment was ordered early in the contract time. Not mentioned by the contractor are two price agreements added comparatively late (in August) which covered six additional items of work. I believe these two added orders would also justify several days additional time. We therefore recommend a complete time extension of 67 days to November 6, 1976 which would delete all liquidated damages.

This is an Urban System federal-aid project and extension based on the above reasons can be granted participating under our delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 29 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8320

January 3, 1977

W. R. Grasle Company
437 N. W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8320 for work on the Hawthorne Bridge Control Improvement in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 67 days to November 6, 1976 is granted, which would delete all liquidated damages.

This is because of late delivery of electrical equipment and two added price agreements.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Region I

JAB:fr ja

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Multnomah County
2115 S. E. Morrison St.
Portland, Oregon 97214

Attention of Mr. Oliver J. Domreis
County Engineer

Request No. (assigned by staff engineer or head of section) cc-1699

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $1,760.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering of the Hawthorne Br. Section of Hawthorne Blvd., FAU 9366. Covered by agreement dated 5/16/75.		1,310.00
		To be Retained		$ 450.00
		Acct. Ref. MULTNOC 001194 APE		

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 26-1933-297

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,760.00

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
G. N. Hopkins Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8320

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: HAWTHORNE BRIDGE

WEEK ENDING: 4-1-77

SECTION PREFIX: 326-1058

HIGHWAY: FAUS 0970

COUNTY: Multnomah

NAME OF JOB: HAWTHORNE BRIDGE
BRIDGE CONTROL IMPROVEMENT

KIND OF WORK: Installed new controls, motors, gates, operator's house.

CONTRACTOR: .R. GRASLE COMPANY

CONTRACT NUMBER: 8320

FEDERAL AID PROJECT NUMBER: M-0970 (1)

DATE OF CONTRACT: Dec. 8, 1975

DATE WORK STARTED: Jan. 12, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: none SUPERVISION none

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1976

PERCENT OF TIME ELAPSED: 446/233 = 191.42

PROJECT AUTHORIZATION: $ 326,122.96

EXCLUSIVE OF ENGINEERING: $ 300,262.99

ENGINEERING AUTHORIZATION: $ 25,859.97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 300,262.99

ENGINEERING COST TO DATE: $ 34,778.63

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______ %

PERCENT OF AUTHORIZATION: 134.5 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27				
MONDAY 28	cloudy 51°F			.....Project will not be considered completed until motor test data is received and approved by this office..
TUESDAY 29	fair 50°F			
WEDNESDAY 30	fair 50°F			
THURSDAY 31	fair 50°F			
FRIDAY APR 1	cloudy 50°F			
SATURDAY				

Routing
Keasey
Bond
Jackmond
arwood
Johnsen
Walker

RECEIVED
R 6 1977
CONSTRUCTION SECTION

Ron Wong
BEN GIFFORD

8320

2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Date: August 11, 1977

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal-aid Project No. M-9366(1)

Contract 8320, Work Completed 6-27-77

Project Hawthorne Bridge

Highway FAUS 9366

Count(y)(ies) Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date____________________

G. L. Green
Division Administrator

RDC: md

cc: H. S. Coulter
C. T. Keasey
Ed Hardt, Region 1
R. D. Church

October 5, 1977

American Insurance Company
921 S.W. Washington Street
Portland, OR 97205

Attention: Fidelity & Surety Department

Gentlemen:

On September 30, 1977, we wrote to you concerning release of final payment on Contract No. 8320 awarded to W. R. Grasle Co. for bridge control equipment improvement on the Hawthorne Bridge in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $282,952.50. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

Fred S. James & Co.
One Southwest Columbia
Portland, OR 97208

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

FORM PR-20C (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTME F TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: Oregon

COUNTY: Multnomah

NUMBER

SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non Participating Items					
	Preliminary Engineering-State	All Required			$ 90.04	
	Contract 8320:					
	Final Contract Payment Summary	Lump Sum			3,976.80	
	Interest Paid to Contmactor	All Required			49.57	
	SFO #1 Fresh Air System	All Required			809.76	
	SFO #2 Control Room Flooring	All Required			247.00	
	Construction Engineering-State	All Required			130.83	
	Subtotal Contract 8320				$ 5,213.96	
	Contract 8337:					
	Interest Paid to Contractor	All Required			7.67	
	Construction Engineering-State	All Required			100.33	
	Subtotal Contract 8337				$ 108.00	
	Total Non Participating Cost				$ 5,412.00	
	TOTAL COST				$478,288.01	

Prepared based on Participating Costs as shown on the Federal Billing as of 6/28/79

EXISTING STOCKS OF PR-20C (REV. 5-66) WILL BE USED.

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hawthorne Bridge Section City Street FAUS 0970 Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 12,397.77	
	Consultant	All Required			8,840.15	
	Total Participating P.E.				$ 21,237.92	
	Construction					
	Type Code X036					
	Bridge Controls Improvement (Hawthorne Br)#2757A(Contr. 8320)					
	Final Contract Payment Summary	Lump Sum			$278,975.70	
	Type Code X036					
	Lift Span Cable Replacement (Hawthorne Br.) #2757A (Contr. 8337)					
	Final Contract Payment Summary	Lump Sum			$128,397.00	
	Total Participating Construction				$407,372.70	
	Construction Engineering					
	Contract 8320					
	State	All Required			$ 1,780.23	
	Multnomah County	All Required			30,693.78	
	Subtotal				$ 32,474.01	
	Contract 8337					
	State	All Required			$ 1,690.88	
	Multnomah County	All Required			9,587.58	
	Subtotal				11,278.46	
	Total Participating C.E.				$ 43,752.47	
	Misc. Project Costs					
	Equal Opportunity Program Exp.					
	Contract 8320 $47.15					
	Contract 8337 61.62	All Required			$ 108.77	
	Audit Expense					
	Contract 8320 $ 46.59					
	Contract 8337 189.61					
	P.E. 167.95				404.15	
	Total Participating Misc. Costs				$ 512.92	
	Total Participating Cost				$472,876.01	
	AMOUNT CARRIED FORWARD . . .					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STAT VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*) X

VOUCHER PERIOD
FROM 5-16-75
TO 2-7-79

FEDERAL AID PROJECT NO.
M-9366(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$478,288.01	$472,876.01	85.8%	$405,727.62	$405,727.62	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

V.E. Skoog
Controller

REMARKS Oregon

6/21/79

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1979

Glen L. Green, Division Administrator
Federal Highway Administration
The Equitable Building
Suite 100
Salem, OR 97301

We are forwarding two copies of final vouchers for each of the following federal-aid projects:

* I-205-7(35)	S.E. Grant-S.E. Division (S.E. 96th) Section	$ 0.00
* RF-140-(10)	Lane County Line-Elbow Lake	0.00
* RF-U-222(10)	Wren-Squaw Creek	0.00
M-1615(2)	Lancaster Drive @ Hayesville Drive	0.00
M-9366(1)	Hawthoren Bridge Section	0.00
OS-2500(1)	UPRR X'ing (Patterson Ferry Rd.)	0.00
HHS-13(2)	Crater Lake Hwy. @ Vilas Rd. Section	0.00
HHS-176(24)	Pine St.-Academy St. Section	0.00

Frank R Giffin
Vernon E. Skoog, Controller

VES:cw

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☒ OPE ☐
9
JUL 2 1979
B
M
File: PM FA
LG OP
TAA

8320

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 30, 1979

In reply refer to: HAM-OR/120.3

SUBJECT: Final Voucher Payment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Final vouchers on the following Federal-aid projects have been approved for payment in the amount submitted:

CONTRACT	PREFIX(S)			NAME
8330 + 8337	*	M 9366(1)	$ 0.00	HAWTHORNE BRIDGE
SFO	626 1044	I 5-6(87)	0.00	GOING ST. OFF RAMP
8477	3-1930 3-1068	HHS 26(1)	0.00	PACIFIC HWY E. @ S.E. PARK AVE (MILWAUKIE)
8525	24-1907 24-1019	HHS 26(7)	0.00	PACIFIC HWY E. @ CHEMAWA RD.

for G. L. Green

* 26-1933
326-1058
326-1062

[illegible]ED
JUL 31 1979
HIGHWAY ACCOUNTING

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	326	1055	900	00	N 1			50.82	77	78
	326	1055	905	00	P 1			33.58	78	78
			TOT	P1				29,450.96		
			TOT	N1				76.28		
			** JOB TOTALS **			**	**	29,527.24	**	
HAWTHORNE BR SEC	CONT NO 8320 * FA PROJ NOS M 366001 100							00	STATE	
	326	1058	201	00	P 1	Cont. Pay		278,975.70 ✓	76	77
	326	1058	201	00	N 1	"		1,976.80 ✓	77	77
	326	1058	206	00	N 1	Int.		49.57 ✓	77	77
	326	1058	269	01	N 1	SFO #1		809.76 ✓	76	76
	326	1058	269	02	N 1	SFO #2		2[illegible]2.00 ✓	77	77
	326	1058	296	00	N 9	Tr St.	430.95CR	300,3[illegible]4.2[illegible]CR	76	79
	326	1058	298	00	N 9	" Fed	430.95	267,3[illegible]4.28	76	79
	326	1058	299	00	N 9	" R.R.		33,[illegible]0.00	76	76
	326	1058	900	00	P 1	Const. Engr		1,7[illegible]0.23 ✓	75	79
	326	1058	900	00	N 1	" "	24.34	155.17 ✓	75	79
	326	1058	903	00	P 1	Pay Loc. 6		30,693.78 ✓	79	79
	326	1058	915	00	P 1	Audit		46.59 ✓	79	79
	326	1058	985	00	P 1	EEO		47.15 ✓	76	76
			TOT	P1				311,543.45		
			TOT	N1			24.34	5,238.30		
			** JOB TOTALS **			**	24.34 **	316,781.75	**	
HAWTHORNE BR SEC	CONT NO 8337 * FA PROJ NOS M 366001 100							00	STATE	
	326	1062	201	00	P 1	Cont. Pay.		128,397.00 ✓	76	77
	326	1062	206	00	N 1	Int.		7.67	77	77
	326	1062	296	00	N 9	Tr St	800.92CR	134,057.10CR	76	79
	326	1062	298	00	N 9	" Fed	800.92	1[illegible]0,[illegible]7.10	76	79
	326	1062	299	00	N 9	" RR		14,[illegible].00	76	76
	326	1062	900	00	P 1	Const. Engr		1,446.87 ✓	76	79
	326	1062	900	00	N 1	" "		50.45 ✓	76	79
	326	1062	900	01	P 1	" "		25.68 ✓	77	77
	326	1062	930	01	N 1	" "		9.88 ✓	77	77
	326	1062	900	05	P 1	" "		218.33 ✓	77	77
	326	1062	903	00	P 1	Pay Loc 6		9,5[illegible]7.58 ✓	79	79
	326	1062	915	00	P 1	Audit		189.61 ✓	79	79
	326	1062	985	00	P 1	EEO		61.62 ✓	76	76
			TOT	P1				139,926.69		
			TOT	N1				108.00		
			** JOB TOTALS **			**	**	140,034.69	**	
N OSWEGO AV-N BURR AVE	CONT NO 8354 * FA PROJ NOS 956004 100							M 956004	STATE	
	326	1065	201	00	P 1			627,807.43	76	78
	326	1065	201	00	N 1			1,241.00	77	77
	326	1065	203	00	P 1			9,600.00CR	77	78

```
, JOHNSON CR-OCHOCO ST PAC HY E CONT NO      * FA PROJ NOS HHS0026006 100                                00     STATE
                                026   1918    296     00 N 9                          67.64CR      3,397.64CR
                                026   1918    298     00 N 9                          67.64        3,397.64
                                026   1918    901     00 P 1                                       1,306.60
                                026   1918    905     00 P 1                           4.96CR      1,627.57
                                026   1918    910     00 P 1                           5.68CR        122.64
                                026   1918    910     00 N 1                           5.68            5.68
                                026   1918    911     00 P 1                                          43.64
                                026   1918    914     00 P 1                                          52.26
                                026   1918    920     00 P 1                                          68.75
                                026   1918    921     00 P 1                                         553.69
                                              TOT        P1                           10.64CR      3,775.15
                                              TOT        N1                            5.68            5.68
                                          ** JOB TOTALS **                **           4.96CR**    3,780.83  **

  HAWTHORNE BR SEC             CONT NO        FA PROJ NOS N   366001 100                                00     STATE
                                026   1933    296     00 N 9 Tr. St               1,286.76        19,676.24CR
                                026   1933    297     00 N 9 " Co.                                 1,310.00
                                026   1933    298     00 N 9 " Fed                1,286.76CR      18,366.24
                                026   1933    901     00 P 1 Res Engr                              7,632.60
                                026   1933    904     00 P 1 Consult                               8,840.15
                                026   1933    905     00 P 1 Fin Des                                 209.04
                                026   1933    906     00 P 1 Br. Des.                              3,061.11
                                026   1933    907     00 N 1 Pre.                                     76.59
                                026   1933    915     00 P 1 Audit                                   167.95
                                026   1933    920     00 P 1 Proj. M.                                 64.59
                                026   1933    921     00 P 1 Specs                                 1,364.62
                                026   1933    923     00 P 1 Env. Sec.                1.18            65.81
                                026   1933    923     00 N 1 "                        1.18CR          12.60
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9-79

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                                                                                  FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE     TO DATE

                                              TOT        P1                           1.18        21,405.87
                                              TOT        N1                           1.18CR          89.19
                                          ** JOB TOTALS **                **                **    21,495.06  **

  BANFIELD TRANSIT CORRIDCR    CONT NO        FA PROJ NOS X1  323029 100 U   323029     F   323029         00     STATE
                                026   1959    296     00 N 9    1,375.98CR     39,389.31CR   1,540,458.29CR
                                026   1959    298     00 N 9    1,375.98       39,389.31     1,391,758.29
                                026   1959    299     00 N 9                                   148,700.00
                                026   1959    901     00 P 1   13,277.69       40,853.96       369,121.51
                                026   1959    901     00 P 2                                   172,741.68
                                026   1959    901     00 P 3                                   122,398.29
                                026   1959    901     00 N 1      325.65          488.10         7,518.61
                                026   1959    901     01 P 1                                       398.77CR
                                026   1959    901     01 P 2                                        34.16
                                026   1959    901     01 N 1
```

830

m 734

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97214

Attn: Oliver J. Domreis
County Engineer

Date November 9, 1979

Invoice No.

P.O. No.

Crew No.

Additional funds to be refunded to Multnomah County for Federal Aid Urban Project M-9366(1) Hawthorne Bridge.

$9,300.32

Ref: CC-1593
CC-1594
CC-1699

D E Swan

D. E. Swan
Operation Programming Engineer

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 9, 1979

COUNTY Multnomah **Contract No** 8320 & 8337 **Date Completed** 8-31-76 3-31-77

PROJECT # M-9366(1) **Section** Hawthorne Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 21,495.06
Payments to Contractor		411,349.50
Construction Engineering		44,007.97
Interest Paid Contractor		57.24
SFO # 1 Fresh Air System		809.76
SFO # 2 Control Room Flooring		247.00
Audit Expense		236.20
Equal Opportunity Expense		108.77
TOTAL PROJECT COST		$478,311.50
Federal Aid Funds Collected		405,727.62
BALANCE		$ 72,583.88
Less Non-Participating Costs:		
Preliminary Engineering	$ 89.19	
Payment to Contractor	3,976.80	
Interest Paid Contractor	57.24	
SFO # 1	809.76	
SFO # 2	247.00	
Construction Engineering	255.50	$ 5,435.49
Amount to be Shared by State & County		$ 67,148.39
State Share: 50% of $67,148.39 =		33,574.20
BALANCE		$ 33,574.19
County Share:		
50% of $67,148.39		$ 33,574.19
Plus Non-Participating Costs		5,435.49
		$ 39,009.68

Reference: **Billing Form** CC 2016

FORM 734-1745

8320

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-9-79	CC 2016		26-1933 326-1058 326-1062

BILL TO: Code: ____

Multnomah County
2115 S.E. Morrison Street
Portland, Oregon 97214
Attn: Oliver J. Domreis, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per attached Itemized Statement:			
Federal Aid Urban Project M-9366(1) Hawthorne Bridge Multnomah County Covered by Agreement dated 5-16-75 Contract No's. 8320 & 8337			
TOTAL COST			$478,311.50
Less Federal Funds Collected			405,727.62
Less State Share			33,574.20
County Share			39,009.68
County Advance Deposit:			
Preliminary Engineering			$ 1,760.00
Construction (Contract 8320)			36,000.00
Construction (Contract 8337)			16,240.00
REFUND DUE COUNTY			$ 14,990.32
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 54,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 48,310.00
Balance	$ 5,690.00
Transfer to Highway Fund	$ ---
Refund Due	$ 5,690.00

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC-1593, CC-1594 & CC-1699

Submitted By: Gary E. Zehner
Gary E. Zehner

Approved: D E Swan
D. E. Swan

SP*35736-734

C & A - 5314 - 5-19-75

See: #8337

8320 Hawthorne Br. Sec. in the 1975
City of Portland
(Bridge control equipment imp.)